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Life and Adventures

OF

CAPT. THEODORE WELLS

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NARRATIVE

OF THE

Life and Adventures

OF

CAPT. THEODORE WELLS,

OF WELLS, ME.

GIVING A MINUTE ACCOUNT OF HIS VOYAGES AND THE PLACES VISITED.

BIDDEFORD:
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Fine money

NARRATIVE.

CHAPTER I.

In attempting to write a brief epistle of my humble, though to some extent, eventful life, I am forcibly reminded of the controling and conducting hand of the great Creator in thus safely conducting me through so many perils of suffering and danger, and guiding me onward to the age of fourscore years with an unbroken constitution and in the enjoyment of sound health and an unimpaired mind.

I was born in Wells in the County of York and State of Maine on the twenty-ninth day of November, 1788. The first sixteen years of my youthful life was employed, after I became of sufficient age, in farming. I had the privilege of attending a very indifferent and defective primary school for about three months in the winter, in which I made some proficiency, and I believe, exhausted about the whole stock of the teacher's literature. At the age of fourteen I lost my mother. This to me was a very serious loss, which at that early age I could not appre-

ciate. Being her youngest child I was much pitied, and soon began to discover the effects of my bereavement and was forcibly reminded of remarks made by some ladies who were present at my father's house on the day previous to my mother's funeral, as I was passing through the room where they were sitting, that I had met with a loss which could never be repaired. This expression I did not at that time fully comprehend, though later experience fully verified the truth of this remark. About this time my father, who had for several years previous been very infirm, settled his property on an older member of the family making a small bequest to each of his other children.

I was left to shape my own course, and without guide or counselor, to indulge in the wild propensities of youthful folly and extravagance, and being somewhat impulsive, committed many errors, the magnitude of which I have since fully discovered. I endeavored, however, to repair to some extent the deficiency in my education; but in the absence of means and friends to assist me, succeeded only to a limited extent. I have no recollection of being unable to repeat the alphabet. I distinctly remember that when four years old I could read words of one syllable. My parents were of the congrega-

tional order and were in communion with Rev. Moses Heminway, who was my uncle on my mother's side.

Living some six miles from the house of worship I never attended public worship till I was in my tenth year, and the first sermon I ever heard delivered was by Rev. Isaac Briggs of York. he having exchanged that day with D. D. Heminway. It was from a text worded in the 39th psalm and 12th verse, "For I am a stranger with thee, and a sojourner as all my father's were." At that time there were very few carriages. People rode on saddles and pillions. I was sent off early on foot, and when my parents overtook me, was taken on before my father and rode to the meeting-house. Going up to the house with my mother, she met with a lady friend, who enquired if I was her baby. She replied that I was, and that I had never been there but once before, and that was when I was brought there when seven weeks old to be baptized. From the time of my mother's death, October 15, 1803, I worked in different places at small wages, and kept myself comfortably clothed until September, 1805, when I conceived the idea of going to sea.

Before proceeding further, I propose to give some account of my ancestry. I am of the fifth

American generation on my father's side. My emigrant ancestor on my father's side was Thomas Wells, a native of Colchester, England. He came to Ipswich in Massachusetts in 1635, in company with Richard Sattonstall, jr., when he was thirty years old. He afterward afforded Sir Ferdinando Georges some assistance in the arrangement of his territory in the province of Maine, for which he received from Sir Thomas Georges, as a compensation, a tract of land in Wells, of about 350 acres. His son, John Well, of the first American generation, inherited this tract of land, but there is no proof that he ever settled on it. He married Sarah Littlefield, daughter of Edmund Littlefield, and sister of Francis Littlefield, who it is believed built the first house in the town of Wells, and died in 1677, 17 years after his marriage.

His son, Thomas Wells, of the second American generation, settled on the above named tract of land, and in 1703 while absent from home a party of Indians murdered his family, consisting of a wife and four children, and burnt his house. He subsequently removed to Newbury where he married again, and after a few years returned to Wells, where he spent the remainder of his life. His oldest son, Nathaniel Wells, of his second family inherited the original

patrimony, and is of the third American generation, and my father, Robert Wells, second son of Nathaniel Wells above named, is of the fourth generation, and I am of the fifth, and as there are three generations younger than I am, it is shown that there are eight generations descending from our English ancestor.

My English ancestor on my mother's side was Rev. John Wheelwright. He was a brother of the celebrated Ann Hutchinson, and was a classmate in college with Oliver Cromwell. He emigrated to Boston from whence he was excommunicated for antinomianism and retired, or was banished from the Colony and returned to England. He afterward returned and became one of the founders of Exeter, N. H. He subsequently removed to Wells, where he appears to have remained about four years, and was one of the commissioners appointed by Sir Thomas Georges in 1643 to survey the town of Wells, known at that time by the settlement of Webhanit, and through the influence of Cromwell was reinstated to his former standing and returned to Boston.

He was subsequently settled in the ministry in Hampton, N. H., and died suddenly in Salisbury in 1679, at a very advanced age. Of his descendants little is known. His son, John Wheelwright, who

was of the first American generation, lived in Wells, and the Wheelwrights now living in that town are his descendants. His daughter Sarah became the wife of Rev. Samuel Jefferds, who was a son of Simon Jefferds of Salem, Mass., and these were my grandparents and of the second American generation. My mother was the youngest daughter of Rev. Samuel Jefferds, and was born February 27th, 1745, and died October 15, 1803, being of the third generation, and I am the fourth from our English ancestors on my mother's side.

CHAPTER II.

'I have before remarked that when in my seventeenth year I had concluded to try the sea. It was not the pursuit which I should have preferred, but was adopted as a matter of necessity in the absence of other employment which I should have chosen. I embarked for the first time in the brig Franklin of Kennebunk, Captain Burnham, loaded with lumber. I was very seasick for several days, and constantly exposed to the taunts and ridicule of the crew without finding any lenity from any quarter. I was also very much shocked at the obscene language and Heaven-daring profanity which prevailed with both officers and men. We had a pleasant passage, and in twenty-seven days we made the high mountains on the island of Martinico.. Having steered too far to the westward, and being in the trade winds, it was too late to attempt to reach the island of Tobago, whither we were bound.

We bore away before the wind and ran down into the bay of St. Pierre, but finding no satisfactory market we sailed for the island of Dominico,

where the cargo was sold for twenty-six dollars per thousand and payment taken in rum. While we were here I began to be tormented with boils, having several at the same time on different parts, from which I suffered severely and which continued to the end of the voyage. Soon after we sailed for home I was taken with diarrhœa, perhaps from making too free with West India fruit, which continued a considerable time after I arrived home, and brought me very low, and from which I did not recover for more than two months. We arrived home after a passage of sixteen days in the month of November, without encountering a storm or severe gale during the voyage. It proved an unsuccessful voyage for the owners, the cargo having been sold at a price far below what lumber was being sold for at that time in the West Indies.

I remained at home till January, 1806, when I again went to sea in the Brig Galena, Captain Wells. Here I found a different kind of economy and discipline from my former voyage. I was very seasick, and the weather was rough and stormy. On the third night out we lost one of our men. The watch having been called at twelve o'clock, and the wind blowing heavily, the vessel leaked, and it was his turn at the pump, and it was supposed by the rest of

the watch that he had gone there, but not hearing the pump strike as they expected, they called but received no answer. A light was procured, when he was found in the bottom of the cock-pit, dead. On examining him it was found probable that in descending the cock-pit he had fallen and struck his head against the end of the pump bolt and broke through his temples. The following day we buried him in the ocean. Having first secured a weight to the body sufficient to sink it, it was placed on a plank, when two men raised the inner end of the plank, and the corpse slid into the water. On the eighth of January we took a sudden and very severe gale from the northwest which lasted two days and obliged us to scud before the wind under short sail, and from which we received some damage in sails and rigging.

The remaining part of our passage was pleasant and in about thirty days we arrived at St. Pierre in the island of Martinico. The town of St. Pierre is on the southwesterly part of the island. The water in the bay at the bottom of which the town lies is quite deep. The vessels at anchor, lying in tiers, turn toward the shore with one anchor ahead and the other ashore on the beach. After trying the market here we sailed for St. Lucia. Here the car-

go was sold and discharged. This island is very rough and mountainous. It has a good harbor on the northwest side, extending about three miles southeasterly from its entrance, surrounded on three sides by high land. While laying in this port a ship arrived from the coast of Guinea with a freight of negro slaves. There seemed to be a brisk market for them. Previous to their being landed, they were taken on deck once each day for recreation, when there would be dancing and skipping and howling which was truly ludicrous. They were soon taken on shore, in small parties, and sold at auction. They were nearly naked, many of them quite so, and were tattooed on their arms and shoulders with flowers of various form and figures, and some of them with numerous kinds of beads of various colors around their wrists and ankles.

On this island there are two very high mountains and from their form and resemblance too, are called the sugar loaves. They are so steep and rugged that their summits have never been explored. It is said there that a gentleman offered freedom to a negro slave if he would hoist a flag on one of these mountains. The attempt was made, and the flag hoisted, but the negro was never heard of after.

CHAPTER III.

Having finished the loading of our homeward cargo of sugar, we sailed for Kennebunk about the last of March. The former part of the passage was pleasant, and free from any incidents worthy of being recorded. We had reached within three days sail of our port of destination in fourteen days when we took a violent gale from the northwest, which was followed by a succession of similar blows from the same direction. In one instance we lay to seven days.

After buffeting and beating against head wind for some twenty days, we took a favorable wind and run in for the land, and late in the afternoon made the island of Seguin, and bore away for Portland, the weather having a stormy appearance, and in the early part of the night saw Portland light, the wind now blowing fresh and favorable for entering the harbor, and continued so until we were abreast of the light when it suddenly changed to the north and was fast driving us toward the rocky shore. An attempt was made to go in stays, but the sea being

rough and the vessel under short sail, it failed. Our next expedient was to let go an anchor, which was done, but finding it impossible to ride at anchor in so rough a sea and a rocky shore under our lee, another expedient was resorted to. The topsails were set close-reefed, and when the vessel swung so as to take the wind off the land, the jib was set and cable cut and the vessel wore round and went to sea.

The next day we put into Winter harbor, where we lay several days, and with the help of a fishing vessel and crew, recovered our lost anchor from Portland. We made sail and arrived safe in Kennebunk in April, 1806. After remaining at home about one month I sailed again in the same vessel with the same Captain on a voyage to Antigua. The passage out was pleasant and nothing worth noting occurred. We arrived at our port after a passage of twenty-nine days; the cargo of lumber was sold for thirty-six dollars per thousand, and payment taken in rum.

While laying in this harbor an occurrence happened which though somewhat novel was in some of its aspects quite serious. Captain Gould, of the brig Oliver of Kennebunk, was on board our vessel with two of his men. We sailors were forward, and at that moment one of them was singing the song

called "England's Downfall." At the same time a boat from the British fleet, then laying in the outer harbor under the command of Admiral Cockburn, came alongside with a Lieutenant and six men. The Lieutenant gave orders to his men to put two of our men into his boat. They immediately seized one man and threw him into their boat. By this time the Captains were on deck and remonstrated against the proceeding. The officer of the press-gang immediately ordered them to take our Captain for the other man. He was at once seized by four or five men, but being a very powerful man, they were unable to put him over the side, and the officer being nearly drunk was unable to help them, and after a severe struggle in which they were handled without gloves, they gave up the conflict and took their departure with one man, who by request made to the Admiral was brought back the next day. Our Captain lost his shirt and pants, all the clothes he had on, and received some tokens of the affray in the shape of dark colored spots on his person.

After closing our business here we sailed for home. The third day out we took a heavy blow from the southward, in which we lost our main-top-mast and main-top-gallant-mast and received some damage in sails and rigging. After this we

proceeded homeward with favorable winds and weather until we struck soundings on the south-easterly side of Georges Banks in very thick, smoky weather. About midnight we were struck by a sudden gust of wind which blew with great violence and before we had time to shorten sail, the main topsail and jib were blown to pieces, and the fore-topsail and fore-sail badly split.

And here I have to record an instance of the protecting hand of God, in saving me from a grave in the ocean. We were attempting to furl the foresail; I was on the outer yard arm of the fore-yard, and had gathered up some of the sail when a sudden gust of wind blew it out, carrying me with it nearly over the yard, when a powerful seaman who was near me seized me by my clothes, bidding me at the same time to let go the sail, which I did, when he drew me back upon the yard and thus prevented me from falling overboard at a time when a rescue would have been impossible.

The gale still continued and the water became shoaler at every heave of the lead, and at two o'clock in the morning we were in six fathoms of water, among the tides of Georges banks, and nothing to be seen around us. but a white foam of breakers. We soon, however, began to deepen our water and

the gale abated, and at six o'clock in the morning we had twenty fathoms. The weather subsequently became favorable, and in four days after we arrived at Boston, where after riding quarantine seventy-two hours, we went up to the city and discharged our cargo and returned to Kennebunk. Thus ended my third voyage. I now lacked about three months of being eighteen years old.

In October following I sailed for the West Indies, in the brig Merchant, Captain Payne, bound to Tobago, where we arrived in about thirty days. Tobago is a fertile island in the productions of that climate; it contains many high mountains but has no good harbors. Here the cargo was sold for forty-eight dollars per thousand. We landed our deck-load at Scarborough, a town on the south side of the island, and beat up to a bay on the northwest side, called great Cowland where we discharged the remainder, and after laying in this bay about two weeks, and taking in ballast, and twenty-two puncheons of rum and filling our water which was a very laborious task, having to roll it half a mile up hill in a very muddy road, we sailed for Wilmington, North Carolina; on our passage catching two porpoises, from which we obtained about three gallons of oil; the liver of this fish in appearance and taste resembles the meat of the hog,

but the flesh is coarse and unpalatable. We had a pleasant passage, but after getting on our soundings to the southward of Frying Pan shoals we took a severe southeast gale and had to carry a heavy press of sail to get sea room. After the gale we stood in and made the land of Long bay to the westward of Cape Fear inlet where we took a pilot and went in over Cape Fear bar, and soon after went up the river to Wilmington, where we lay forty-five days, and in which time we took in a full cargo of white oak staves and heading.

Although the tide ebbs and flows several feet at this place, the water is sweet and entirely free from the taste of salt. After loading our vessel and procuring our stores we sailed for Tobago. We had a pleasant passage of twenty-four days, we arrived safe in Scarborough bay where the cargo was sold for eighty-seven dollars per thousand. The landing of this cargo was a work of much labor. We had to carry it on shore in the long boat, and the beach being flat the boat loaded would ground some three rods from the dry beach, we had to carry the staves in our arms above highwater mark. Twelve staves was a load for a man through the surf.

After landing our cargo we were employed painting our vessel and taking in cargo for home,

and after laying in this bay forty days, we sailed for Salem, Massachusetts, with a freight of two hundred and twenty-four puncheons of rum and twenty-six hogsheads of molasses. Three days out from Tobago and when about twenty miles to the westward of Guadalupe about one o'clock in the morning all hands were called to take in sail there was a very heavy cloud approaching from the land and the rain had just began to fall.

As I came out of the gangwayI was ordered to furl the foretopgallant sail. I hastened aloft but when I arrived there the beach of the sail had blown over the end of the lee yard arm, and could not be got clear without going out to the end of the yard; this I attempted to do and succeeded in clearing the sail, but on attempting to return the lift parted which caused the yard to top up and hang nearly perpendicular. Hanging as I was by the lower end of the topgallant yard I felt my feet dangling against the foretopsail yard. At this time my hold with my hands gave way and in falling I caught by the foretopsail yard and thus escaped a fall of some eighty feet either on deck or overboard which in either case must have been fatal; for it was now very dark and the wind blew fresh and the rain fell in torrents; after recovering myself I succeeded in securing the yard in its place and furl-

ing the sails. After this we had a pleasant passage and arrived in Salem in twenty-four days.

Here we discharged our cargo and returned to Kennebunk in the month of May, 1807.

CHAPTER IY.

Soon after I went to sea again in the brig Agenoria, Captain Towne, bound to St. Vincents. We had a dull and otherwise agreeable passage of thirty days but failing to find a satisfactory market we sailed for Grenada still unsuccessful we left for St. Lucia; no market here we proceeded southward trying the market wherever we could reach till we arrived at Nevis. Here the cargo was sold for forty dollars per thousand. This is a delightfully picturesque and fertile island about seven miles long and from three to four broad rising from the sea at first in a moderately inclined plane all around the island, and becoming more steep as it approaches the centre and terminating in a very high mountain, called Saddle Hill. This mountain is supposed to contain an internal volcano, as the water flowing from its base in several small rivulets is very warm and in some of them quite hot; the island has many fine plantations and delightful landscapes and produces excellent fruit. It was on this island the patriotic and accomplished Alexander Hamilton was born.

Having taken in our cargo of rum we sailed for home on Thursday and on the following Monday a hurricane of great violence came on which, either drove to sea or on shore every vessel in the bay. We made our passage to Kennebunk in sixteen days, without having to shorten sail or change our course. In a week after returning home from this voyage, I sailed again from Kennebunk in the steamer Dolphin, Captain Wells for Grenada with a cargo of lumber. Our voyage was dull and lengthy but not marked by any incidents worthy of record. We arrived at Grenada after a passage of thirty-four days. Here is a large handsome town, situated on a somewhat elevated and hilly tract of country to the south of which is a deep bay which forms a safe and spacious harbor, called the Canash. Failing to find a market here we sailed for St. Vincents, and here the cargo was sold for thirty-five dollars per thousand.

On the south side of this island is a deep bay of some two miles in length; at the bottom of this bay is the town of Kingston; in this bay the water is deep becoming more shoal toward the town, and the bottom, loose and sandy. We had discharged our cargo and taken in the greater part of our homeward freight of rum and were nearly ready for sea, when a fresh

blow came on from the north, which caused the vessel to drag her anchors and soon drifted into deep water, where our cables would not reach the bottom; one of our men was sick. The Captain was on shore with the long boat and two men, and could not get on board until we had drifted several miles outside of the bay. With much difficulty we got our anchors up, the sea being rough and the weather tempestuous, our sails were some of them unbent, and our cargo unsecured and we were altogether unprepared to proceed to sea. The current was setting strongly to leeward; our vessel was a dull sailor and no remedy being left us we accordingly made preparations for our homeward voyage in the best way we could.

We had favorable winds and weather for the first fifteen days; we had arrived on the coast, within four days' sail of home, when we were met by furious gales from the north, and being in the month of December extremely cold. We continued beating on the coast and after buffetting strong gales with storms of snow and hail from the north for twenty-eight days, our mainsail and foretopsail being badly split and two of our foreshrouds carried away, our provisions and water nearly exhausted, we were compelled to bear away for a warmer climate which we did in the midst of a snow gale from the

northwest. On the night after we bore away the larboard foretop mast back stay became unhooked. I was sent forward to secure it, with a young man of about my own age (nineteen); we had caught hold of the end of the stay, and while my companion was holding it, standing on the windlass end, I was reaching towards him a rope to secure it, the vessel took a heavy roll and he still holding on by the stay was dragged over the gunwale and swung out from the side some twenty feet when the vessel rolled the other way, his hold gave way and he fell, I gave the alarm, and run for the stern. I heard him scream as he arose to the surface, and when I reached the stern I saw his outer garment blow up over him, as he rose on the crest of a high wave.

The next day we took an inventory of his effects and locked them up in his chest. We also examined our provisions and water and came on allowance of two quarts of water per man for twenty-four hours. We also divided our bread, having eighteen biscuit for each man, and half a barrel of beef and a few pounds of pork. Several days after we fell in with a schooner from Boston bound to Surinam which supplied us with a barrel of pork, beef a barrel of water and half a barrel of bread. We had fine weather after we got off the coast, and in

eighteen days arrived at St. Thomas, in a destitute and crippled condition.

Here is a safe harbor and a respectable town built on three small hills. Northwardly of the town on an eminence stands Blackbeards' castle, said to have been the headquarters of a notorirous pirate who at some former period infested these seas. This island is owned by Denmark. Just as we were entering the harbor, we were boarded by an officer from the English ship of war, Galletee This officer was a hard customer, he examined the ship's papers, our protections, challenged us as Englishmen in disguise, under American protection, obliged us to strip off our clothes, to see if we had been whipped on board a man-of-war. On inquiring of one of our men where he belonged, and receiving the reply from Wells, he added, "I knew you was a Welchman."

In consequence of being detained by this officer, we had drifted to leeward of the harbor, and were obliged to anchor in a bay about one mile to the westward of the entrance, which occasioned us two days' hard work to warp up to a place where we could make sail. We remained here about fifteen days, engaged in repairing our sails and rigging, and procuring a supply of provisions, when we sailed for

home. The former part of our voyage was pleasant, but on reaching the latitude of forty, we took hard gales from the northward which drove us back, but after being detained about three weeks by storms and head winds we took more favorable weather and arrived at Kennebunk about the first of April. Previous to this, an Embargo on all American commerce had been laid by our government and all commercial business abroad was interdicted.

CHAPTER V.

Through the following summer I was employed at farming and brickmaking. It was believed that the Embargo would be raised in the early part of the winter, at the first session of Congress. Acting under this impression, vessels were loaded and run into deep harbors for the purpose of an early start when the embargo should be removed. In the month of October, I entered on board the ship, General Green, Captain Jefferds, and proceeded to Portsmouth, N. H., where we lay about two months, but finding the embargo was not to be removed at that time, we were discharged. The following March, the embargo having been removed, I became attached to the brig, Herald, Captain Darby, bound to Havana.

We sailed from Kennebunk the twenty-fourth of April. Soon after, a storm of wind and rain came on from the eastward. We had a good crew of six able seamen, but four of them were very seasick. We had been exposed to a cold rainstorm through the day, and shortened sail before night and set the watches. At ten o'clock in the evening all hands

were called to take in sail. The wind blew heavily, and the rain fell in torrents. We were drenched with water, and having all of us been from sea for more than a year, we were as seasick as green hands. It was one of the most suffering nights I ever spent on the ocean. We succeeded in getting under short sail, and the next day the gale abated and the weather became favorable and we proceeded on our passage rapidly. The sixth day after sailing we discovered a phenomena which I have never seen before or since. It was a hazy morning when there appeared in the southern horizon a brown colored circle in the form of a rainbow, but higher than rainbows form, being about sixty degrees in the centre from the plane of the visible horizon and touching the plane at each end, and in this circle were seven bright sun-dogs.

We had a sharp blow for about one hour in the middle of the day, followed by clear, pleasant weather, and on the fifteenth day out made the hole in the wall, on the island of Abico, one of the Bahama islands. On the great Bahama banks there is from two to two and a half fathoms of water, the bottom cream color and plainly visible. Sailing about sixty miles on this bank we entered deep water, and soon after sighted the Moro Castle, which is a strong for-

tification on the easterly side. At the entrance of the harbor of Havana there is also a fort on the west side called St. Mary's. The city is walled, and abounds with magnificent structures of various models of architecture, towering churches, fine-toned bells, priests and friars in abundance. The harbor is spacious and safe, and the landscapes in the interior of the city are delightful. Here the cargo was disposed of, and while landing it an accident occurred which I will record. The lumber is taken away by teams as fast as it is landed. These teams consist of a cart, one pair of oxen with an awkward apology for a yoke, and reins thrust through the nose, between the nostrils, with a long goad in the hand of the driver,who rides on his cart, light or loaded, carrying forty boards to a load, great or small.

In consequence of all this, two men were sufficient to land the lumber as fast as it was taken away. Having arrived at the mole in the morning with a raft of lumber, and having forgotten to take water with us, I was directed by the Captain to return to the brig and bring some. I proceeded to obey this order, and returning to the raft found several passage boats laying near the raft. These passage boats are very neat, having an awning over the stern, and are rowed by one man. Their vocation is to carry

persons to the vessels and different parts of the harbor. Endeavoring to make my way between these boats I accidentally touched one of them, for which I received a blow with the blade of an oar, which very nearly brought me down. My castigator was near me, and I could easily have retaliated, but I thought best to pocket the outrage, fearing if I did otherwise that a knife would be substituted for an oar. It was now the last of May or first of June, and sickness had begun to prevail among the fleet of shipping and was very mortal, several vessels having lost their entire crews.

We escaped till about the tenth of June. Early in the afternoon I was sent aloft by the mate with another young man to set up the fore-topmast shrouds. While engaged in this service I observed the man who was with me stooping with his hands on his knees. I inquired what was the matter, when he informed me that he had a severe pain in his head and back. I advised him to go down and send up another man, which he did. Having finished my work I came down and found him in his berth in great distress. I made report to the mate and the doctor was called, but on account of other engagements, he did not come on board till near night, when it was too late. He did what he could but

gave no relief, and in forty-five hours from the time he was taken he was dead. It was on Thursday, at two o'clock, this man was taken, and the following night another of our men became violently sick, and on Friday another, and on Friday night another. It was difficult to get the attention of a doctor in season; but he attended our men and afforded them some relief. On Saturday morning I was ordered by the Captain to go with four hired negroes to unmoor a launch and take to the mote to load with sugar boxes. I had felt unwell in the morning but I succeeded in loading the launch and bringing it alongside of the brig, and was employed through the forenoon in the launch, slinging sugar boxes while the men on deck hoisted them in, till the launch was nearly unloaded, when I became so distressed in my head and back that I was obliged to go on board, and another man took my place. I had to moor the launch as no one else knew where to find the buoy by which it was moored.

I came on board in extreme pain, and made my way to my berth in the forecastle. The doctor was sent for and soon came on board. He first attempted to take blood, but failing in this (for some cause blood refused to run) he gave me a very large portion of medicine, I know not of what kind, and about

sunset another powerful dose was given me by the mate, and in the early part of the night the mate came forward and said he wanted me to take some gin. I did not believe him, but obeyed, and took down half a pint of castor oil, and before morning was some relieved. The day previous the captain had provided a place for us at the West Meglus, a small town at the southern extremity of the bay, three miles distant, and Sunday morning we were taken in the boat with our bedding and with the assistance of men from other vessels, for we had only two well men on board, were taken, four in number, to a private hospital which was superintended by a woman, known by the name of French Mary. There were six of us in a small room entirely destitute of furniture. Our bedsteads were made by four pieces of joist secured together with strips of board nailed on crosswise, and were very narrow. Our bedding consisted of our sea bedsacks and blankets, and some of us had a pillow. The flies were exceedingly numerous and troublesome, and those filthy birds, the turkey buzzards, would light on the sills of the windows.

Here we were nursed and attended by the doctor. Our diet consisted of a small cup full of thin soup three times each day. We had liberty to suck the

juice of a sweet orange and a small draught of port wine in the morning, and occasionally at other times. I believe this woman understood the duties of a nurse, but she failed in attention to it. We were attended to mainly by two female servants, a negress and mulatto. They would come into the room and switch the flies off, and before they were gone out we would be nearly covered with them. I had reason to believe, from the first, my case to be dangerous, and readily took the medicine which the doctor prescribed, and carefully followed his directions. While we were here, Captain Bourne of Kennebunk, who died here soon after, came to our lodging and inquired how Captain Darby's men were. The docter replied that he thought they would recover. Captain Bourne further inquired, "How is young Wells? Captain Darby told me yesterday he feared he should lose him." The doctor, who was a rough, profane man, replied, "There is no danger of him. He would eat an apothecary's shop."

When we had been here five or six days, we entreated the Captain to take us on board. He was a very kind man and soon after yielded to our request and took three of us on board the brig. The other, who was the cook, was left there, being too sick to be removed, and the next day died of black vomit, as

did also the other two men who were in the room with us, belonging to another vessel. Our captain had employed an Irishman who was familiar with cooking and nursing to cook for the vessel and take care of us, and who came home with us. We lived in the day time on the quarter deck under the awning, and eat fowl soup and sago, and soon began to recruit. After being on board a few days, the captain inquired of me if I was able to go in the long boat and take care of it, with four negroes who were employed boating off sugar, bidding me not to do any work. I went and after bringing off two or three boat loads, I became vexed with the lazy negroes, and sent them all on the mole and stowed the boat myself. The next morning I was prostrate. Captain Darby reproved me for disobeying his orders, and it was several days before I recovered from this act of imprudence.

CHAPTER VI.

We were soon after ready for sea and sailed about the twentieth of June with a full freight for Salem. We left Havana in the morning and having the wind fair northwardly, the next morning we were within a few miles of the coast of East Florida. We soon after took a more favorable wind and proceeded homeward with good speed. After being at sea a short time we found our strength returning, and having replenished our crew before leaving Havana by shipping two able seamen, and having old Michael, our Irish nurse, to cook for us, we were strong-handed.

When we had been at sea about ten days, when the watch was called at noon, it being my turn at helm and the cabin sky-light being off, I heard the captain tell the mate to send a man aloft after dinner to reef the pendant halyards. The mate soon came on deck and ordered one of the men to perform this duty. He went up, and after making several efforts, came down and reported to the mate that it would be impossible to reef them without launching the top-gallant-mast. Three others went

up in succession, and all of them brought the same report. I was still at helm, and felt my ambition excited. I called to an old Scotchman to relieve the helm. I went up to the head of the top-gallant rigging and took a look at the situation and secretly regretted having left the helm. We were sailing by the wind, under single-reefed topsails, and the brig rolled considerably, which was much more perceivable aloft than on deck. The royalmast was about twelve feet long, and we carried a flying royal, which was hoisted by a traveller. It was greasy and very slippery. I made the attempt and at every effort gained a little, until I could throw my hand over the truck, holding the end of the halyards in my teeth, and having gained this much I urged myself up higher and accomplished my purpose. I then slid down to the head of the rigging and stopped to take breath, and felt convinced that I had more courage than discretion.

Soon after we took a fresh and favorable wind, which drove us fast homeward, and in about twenty days from the time we left Havana we arrived in Salem, where we discharged our cargo, a large portion of which was on freight, and returned to Kennebunk. At this time maritime business was very dull and it was exceedingly difficult to make a saving voyage.

American commerce was interdicted by the British orders in Council and French decrees, and many vessels were laying idle, and not having fully recovered from my sickness and suffering, I concluded to remain at home.

On the thirty-first day of August, 1809, I was married to Frances Littlefield, with whom I lived happily for fifty-three years, she having been taken away on the sixteenth day of October, 1862, at the age of seventy-seven.

The restrictions laid on American commerce previous to this time were the British orders in Council which prohibited our trading at French ports, and the Berlin and Milan decrees which were retaliatory and prohibited our commerce with English ports, and as these restrictions were rigidly enforced, it was unsafe to attempt to do business with either, and impossible without evading these restrictions. They were, however, in some instances evaded, and in November following I sailed from Wells in the schooner Dolphin, Captain Littlefield, on a voyage of this kind. Our clearance purported to be for St. Bartholomew's, an island owned by Sweden; but we sailed directly for Tobago, an English island. We had a lengthy, dull passage and arrived at Tobago in the early part of December. Not

finding a satisfactory market here, we sailed for Trinidad. This island is the southernmost of the Eastern group, and is separated from the coast of South America by the gulf of Paria, and its southern side is approached by a strait some four miles long and one mile wide, called the Boar's or Dragon's mouth. It is also approached by another and wider strait at the eastern end, called the serpent's mouth. The trade winds which are constantly blowing from the eastward here, aided by the large amount of water flowing from the rivers on the coast of South America and which are to the eastward of this island, runs very strong through the Gulf of Paria and much stronger through the Dragon's mouth, which makes it a very difficult operation to pass through this strait against it, and is often accomplished after several attempts. As the land is very high, especially on the island or windward side, and no bottom to be found on which to anchor, we have to take a large offing and set a press of sail, and if the breeze happens to hold through until we take the wind from the southern side of the island we succeed; if otherwise, we have to drift out with the current and try again.

The town of Port-au-spain is a large, handsome town, lying easterly thirty miles from the Dragon's mouth, and is the only town of importance on the

island. At this place we arrived after being from home forty days, and here the cargo was disposed of for thirty dollars per thousand, on condition that we were to run down to the southern part of the island and discharge it and lay there forty days and take in our cargo of molasses. The northern part of this island is rough and mountainous, while the southern part is low and swampy and the water shoal a long distance from the land. Here is a small town called Pettyburghin. Approaching it we run into the mud three miles from land. Here we landed our cargo and lay waiting for molasses, which came very slowly, and, being the rainy season and laying so far from the shore, we were often much exposed. We would leave the vessel with a raft of lumber or in a boat in fair weather and before reaching the landing be drenched with rain. It was a fine place for West India fruit, and as there was no market for it we were abundantly supplied without cost. While laying here an accident happened which caused some inconvenience. Our boat, we had but one, got loose from the vessel at a time when there were no other vessels there, and our sails were unbent and no other means within our reach to recover it, and as we were nearly light and afloat we bent our sails and hove up our anchor and went in pursuit of it, and after running a

long distance to leeward we secured it and then beat up to our anchorage, which furnished us with a very hard days work.

Near the last of March we had taken in our homeward freight and got underway to beat up to Port-au-spain. We had nothing to fear from our breach of the English or French restrictions on our commerce, as the people here were ready to co-operate with us in evading them. There were at this time three small English cruisers in the Gulf of Paria, called the Orange, the Lime and the Lemon, and from one of these, the Lime, we had a visit on our way to Port-au-spain. The object of their pursuit was to find sugar or coffee on board, both of which were prohibited from exportation in American vessels, but after a thorough search and boring into several hogsheads of molasses they gave up their pursuit and left us, having detained us about three hours. We beat up to Port-au-spain and there obtained a clearance and other necessary papers from Angostura, a port on the Oronoco river, and on the last day of March sailed for home. We had a pleasant run for the first sixteen days and had arrived within about four days sail of home when we took head winds, with strong gales from the north and west, which drove us off, and continued to follow in close succession for twen-

ty-four days, and the cold weather was much more severely felt by us from having spent the winter in a warm climate. We at length succeeded in making Chatham light on the coast of Cape Cod, but at this time there came on a cold, easterly rainstorm, when we made our way to the northward and were finally obliged to haul off on the following night and heave to. In the latter part of the night the gale abated and the weather became clear, and in the morning calm.

In the morning, near sunrise, being on deck I discovered at the north what I supposed to be a white cloud, but going aloft I found it to be the white hills. At this time we must have been at least forty miles from land. A breeze from the southward soon sprang up and by eight o'clock we had fresh, fair wind, with all sail set, and at four o'clock in the afternoon we sailed into Wells harbor on the eleventh day of April, having been at sea forty-four days, and just four months from the time we left home.

After staying on shore a short time I went to sea again in the same vessel, with the same captain, in the capacity of mate. This was a dull summer voyage, affording few occurrences worthy of record. We were bound to St. Vincents, where we arrived after a lengthy passage. Not finding a market here we left

for Grenada—no sale. From here we sailed for Trinidad, but the night being thick and squally and the current setting strong to the westward, on making the land in the morning some doubt was entertained as to what land it might be; but supposing that we were a safe distance to the eastward of the Dragon's mouth, which is, as I have before stated, at the west end of the island, we bore away to run down for it and continued to run until late in the afternoon, when all doubt was dispelled by discovering the island of Margarita and a cluster of islands called Testicoes, which proved that we were to the westward of the Dragon's mouth in the morning, and had been running down the coast of South America, which is rough and mountainous and very much resembles the island of Trinidad.

CHAPTER VII.

We were now far to leeward, and westward of all the English and French West India islands, and our vessel deep loaded and a dull sailor. Our only remedy was to steer close by the wind and fetch wherever we could among the leeward islands. In doing so, and by carrying a press of sail in a rough sea. We started a leak in our waterway which kept one pump constantly working to keep her free. To add to our discomfort we were annoyed by a British sloop of war which fell in with us and detained us several hours, compelling us to lay to and drift still further to the westward. His first order was to get out our boat and bring our Captain with his papers on board of his vessel. This our captain informed him could not be done for the reason that our boat was stowed in the deck load and was full of short lumber, and also that the sea was so rough that it would be unsafe to attempt it. He insisted, with a torrent of coarse language and furious threats, a compliance of his order, but after some delay he lowered his own boat and sent an officer on board of us with

orders to bring our captain on board of his vessel with his papers.

Against this our captain remonstrated until the officer informed him that his orders were pre-emptory, and to return without obeying his orders would expose him to the rage of his captain, and probably to be tied up and whipped. In this state of affairs our captain concluded to go on board of the Englishman, where he was detained some two hours. The captain of the sloop of war, learning from the papers that we had a clearance for St. Bartholomew's, inquired ironically: "If you are bound to St. Bartholomew's what business have you here?" which, by the way, was a tough question, for we had already passed that island and were now where we could not reach it without running northwardly into the variable winds. We were at last released from the custody of this gentleman and suffered to proceed on our way. The leak increased, and the weather being excessively warm and having but three men beside the officers and cook, we had very hard work for six days when we made the island of Santa Cruz. Bearing on our lee bow, finding we could fetch to windward of this island we stood on till we were abreast of the eastern part of it, when we bore down for Christianstad, which is more commonly called Bassend. It

should be remembered that in these latitudes the wind called the trade winds at all times blows from the eastward. This is an under current of air rushing in to fill the vacuum created by the ascension of the rarified air in the vicinity of the Equator.

Having gained a suitable offing, the captain went on shore and sold his cargo, and returned with a pilot who took us in to our anchorage where there is a tolerably safe harbor, which is sheltered by a long reef. This island is owned by Denmark and is one of the most fertile and thoroughly cultivated and furnishes the most inviting prospects to be found in the West India colonies. It is of moderate height with gentle undulations, and very nearly, if not all, under cultivation. When the crops of cane are growing it appears at a distance all of a deep green color. Here we discharged our freight, payment for which was made in specie, and after stopping the leak and making some other repairs, in about two weeks sailed for Turks island to obtain a cargo of salt. Our run to this place was short and pleasant.

Having arrived off the island we took a beach pilot who appeared like a gentleman, and master of his business, who brought the vessel to anchor in the bay which is an open roadstead, on the west side of the island. In consequence of the exposed condition

of the anchoring ground the pilot remains on board in care of the vessel till she is loaded, and then takes her to sea.

This island which is low and sandy and unproductive, with the exception of the fruits of its salt-ponds, produces a large amount of excellent salt, from natural salt-ponds, which is effected by evaporation, the salt forming on the bottom nearly in the shape of an inverted icicle. Here we lay five days, when we sailed for home, where we arrived after a run of twenty-four days.

The gentleman who was the principal owner of the vessel in which I had performed the last two voyages, had a new brig which he was just preparing for a voyage, gave me my choice, to continue mate of the schooner or take the berth of second mate of the brig, prefering my going in the schooner. I, however, concluded to go in the brig, for the reason that she was a new vessel, built of the best materials, with a liberal inventory, and was to be commanded by a skillful and successful ship-master.

I was employed on board of this vessel more than a month before she was ready for sea.

We sailed on the third day of October, 1810, in the new brig, Rambler, Captain Gooch, bound to Barbadoes, with a slight wind from the westward which

soon after veered to the southward. We stood off by the wind to the eastward, and left sight of land about sundown, which was Cape Elizabeth, and from which we took our departure.

We continued on in an easterly course with the wind light and still remained at nearly south, until the seventh, when shortly before night the wind began to blow fresh from the same point. We took in our light sails, but so far there was no appearance of severe weather.

At ten o'clock in the morning the weather became thick and stormy. We reefed our topsails, and the wind blowing heavier, made every preparation to encounter a gale. At twelve o'clock, noon, of the seventh, our latitude, by observation, was forty-one degrees and forty-four minutes, north. The gale continued to increase, and we kept shortening sail, and at four o'clock in the morning we were under a close reefed foretopsail and foretopmast staysail; before daylight the staysail halyards gave out, and the sail was blown from the stay. We were at this time scudding before the wind and sea, without any regard to the course made.

We had at the stern an elegant capseamed yawl, which a short time before sunrise, was struck by a

heavy sea, and carried away, leaving nothing but the stem and stern, hanging by the davit blocks; soon after which, the captain proposed, if it were possible, to send down the main topgallantyard.

CHAPTER VIII.

It was now probably after sunrise, but no sun could be seen, nor any other object beyond a very short distance. I hastened aloft with another man for the purpose of performing this duty, which was I think the most hazardous and terrifying undertaking of my marine life. As I ascended the shrouds, feeling doubtful of the possibility of accomplishing this duty, a feeling of dismay overshadowed me, at the frightful scenery with which we were surrounded. The sea was foaming and lashing with the utmost fury, and all around was a scene of the most terrific grandeur. From high aloft the hull of the vessel was nearly invisible from the foam and spray which was continually flying over it; all around the ocean was in a most tumultuous agitation. The waves did not run so high as I have often seen them, for the reason that the wind blew so furiously, that the waves as they arose were blown off and driven into spray. In consequence of the great force of the wind blowing upon the foretopsail which was close reefed and now settled down on the cap, the masts and rigging seemed

strained to their utmost power of endurance. We, however, succeeded in unrigging the yard, and lowering it safely to the deck.

The gale had become terribly violent, and the brig steered very unsafely, and, in consequence, of the waves striking with great violence on the quarters, would frequently swing several points against her helm.

At about eight o'clock, the captain gave orders to commence throwing overboard the deck-load, which consisted of pine lumber and hoop-poles, with shook and staves and two boats, a long-boat and a yawl stowed in it. This was a perilous undertaking, and must be accomplished with much care and danger. If a board was raised sufficiently high for the wind to take under it, it would be blown out of our hands, and fly off like a feather. We had several coops of fowls on our deck-load which were first thrown overboard; we then proceeded to throw away the lumber which could only be done by a man at each end of the boards, the one forward, moving the board carefully to the side, and the one abaft giving it a slide.

In this way we discharged some ten or twelve thousand. At this time the vessel, in consequence, of a heavy sea falling against the starboard quarter, swung to, some three or four points, and keeled over

to an angle of about thirty degrees, and remained in this position about three minutes, with the helm hard to windward, when a second wave, with great force, followed in the same direction, and brought her broadside to the wind, and laid her flat on her beam-ends, with her masts in the water. We gathered ourselves to windward and as she went down, and all of us, ten in number, one of whom was a passenger, gained the side which was above water, and had a sea like many which had boarded us during the gale, swept over us, it would probably have been the last of this world with us all.

We had on deck about twenty-five thousand of lumber, consisting chiefly of hoop-poles, with nothing to confine it, as the lashings of the deck-load had been previously cut to throw it off; all of this with our two boats, and galley and all our cooking utensils were thrown off on the spars and rigging which tended to confine the masts and spars, and press them down deeper at every surge which were frequent and alarmingly violent.

Our captain, though an accomplished ship-master, quick of comprehension, fruitful in expedients, was, I believe at this time, nearly at his wits' end, for he called for an axe and ordered to cut the mainlanyards while holding the axe in his hand. Holding on near

him I took the axe, and proceeded to obey the order, which was soon accomplished, but notwithstanding the lanyards were all cut and the main mast having no support but its own strength, with the heavy mass swaying and surging upon it still held on with no signs of breaking, after waiting a short time it was proposed by the captain to lower a man down to cut it. The effect of the great weight of lumber and other material which had been thrown upon the mast and spars when the vessel was thrown upon her side, and under which she was now struggling and surging with fearful violence, had caused her to settle deeper so that the masts were nearly out of sight, and the keel visible above water from stem to stern.

In this state of our distress, I was slung by a bowline and lowered over the gunwale, but before I had reached the mast it broke about fifteen feet from the deck, carrying the traysail mast and boom with it; this did not afford any apparent relief, as the lumber and hoop-poles were not removed by it. I was drawn up, and before I could get on my feet the chief mate took the axe from me, and at a fearful risk run forward and cut the forelanyards, and shortly after the foremast broke about five feet from the deck, when she partially righted, and we all escaped inside of the gunwale.

The broken ends of both masts were still lying on the lee gunwale, confined there by the leeward shrouds and head stays, and together with having thrown every movable thing as far as it could possibly go to the leeward side, she still had a very deep keel. Soon after the broken ends of the masts were wrenched over the side and subsequently made their appearance on the other side; both topgallant masts rising out of water nearly their whole length and about six feet from each other. And here I would observe, that the vessel went down on the larboard or left side and on this side the shrouds and back stays were still secured to the sides of the vessel.

The captain now suggested the expedient of cutting the larboard main lanyards with the hope that we might hold on by the forelanyards and head-stays till the gale abated, and save some of our sails and rigging. To accomplish this I was slung in a bowline and lowered over the side, with a small hatchet in my hand, but in consequence of the vessels having a very deep keel to that side and the boisterous condition of the sea which was constantly breaking over us, the lanyards, where I had to cut them, were the greater part of the time under water. I succeeded, however, by holding on by the chain-plate with one hand and using the hatchet with the other, in

about twenty minutes, in cutting them all away. During this time I was under water at least two thirds of the time. When I was drawn on board I believe I was very nearly drowned. I could stand on my feet and see, but I could neither hear nor speak. I very soon partially recovered, but for several days I had a distressing sensation through my head, and my throat and lungs were sore.

Our hope of saving some of our sails and rigging proved abortive, with the exception of the jib, which happened to drift within our reach and was saved. We were laying in a most perilous condition, the head-stays being inverted and still fast to the bow-sprit and bow of the vessel and also to the heads of the masts which were now laying at the bow of the vessel, and against which she pounded with great violence, and the swell of the sea raising, the bow was making most frightful surges. But this did not continue more than thirty minutes. Some of the heads of the chain-bolts were wrenched off, shrouds and backstay were parted in different places, and the larboard fore rigging by which we had hoped to have saved something was entirely detached from the vessel, and the conflict was left to be decided by the head-stays which were still fast to the bow-sprit and jib boom, and by which we were now riding as by a

drag. The jib boom was broken in a very short time, but the bowsprit which was some twenty inches in diameter bore the whole strain for about thirty minutes, when it broke about six feet from the bow, and the whole mass of spars, sail, rigging and lumber was now separated from the vessel and was soon out of sight.

Our attention was now turned to the pumps, supposing we had taken in a large quantity of water while laying on our beam ends, but from this apprehension we were soon relieved, for in about one hour and a half it was all pumped out. At eleven o'clock in the forenoon, some two hours after the commencement of our disaster, the gale abated and soon after the wind veered to the westward and continued to blow a brisk gale from that direction for the three following days. During this time we could have very little control over our vessel, and she drifted and tumbled about in a very uncomfortable manner. At this time, the weather becoming more favorable, a council was called to settle the question whether we would abandon our brig the first opportunity that offered, or stay by and endeavor to gain some port, when all but two preferred to remain on board. We had a strong, staunch hull under us, and an able,

efficient crew of men, but there were some circumstances connected with our situation which were exceedingly dubious.

CHAPTER IX.

It was now the twelfth of October, a season of the year in which the wind prevails from the westward, and we were to the eastward of Halifax on a wreck. We had lost all our spars but one top-gallant mast. We had below some fair weather sail which had not been used. We had two cross bars extending across the deck and secured outside of the waist to prevent the deck load from straining open the waterways. They were of oak, six inches wide and three thick. These were taken out to be used for jurymasts One of these was raised ten feet from the deck and secured by bolts and lashings to the stump of the mainmast, and with some spare rigging fitted with shrouds and backstays, and the other we placed down the booby hatch and bolted it to the coaming and secured it as we had the former. Our top-gallant mast we raised up by the stump of the fore mast and made it secure. We also had a jury-mast made of a joist partly rounded, which was secured to the after part of the binnacle. After getting up our jurymasts we brought up our sails and reconstructed

them to accommodate our spars. Our two topmast steering sails we made into one, by sewing the leeches together, and these, with the help of some joist of which we made an apology for a boom, we set on our jury mainmast; and on our jury foremast we set the spar topgallant sail and also the jib, which we contrived to set on a stay from the head of the foremast leading to the stump of the bowsprit. We had a mainstay sail which we set on a stay leading from the head of the jurymast to the stump of the foremast, and on our little mast by the binnacle we set our royal. Thus equipped, we improved every opportunity to the best advantage to make our way to the westward; but our progress was very slow and irregular.

As our sails would not set within sight of the wind and very imperfectly at that, we could gain but very little excepting when the wind was fair. We were dismasted on the eighth of October, which was Monday, and the following Thursday we fell in with a Scotch brig from Greenach, bound to Halifax. The Captain came on board and advised us to abandon and take passage with him, and the passengers did leave and went on board the Scotch brig. We had been drifting about in such a variety of ways that our longitude was not to be relied on. This captain

judged Halifax to bear northwest by north two hundred miles. Finding we were determined not to leave he gave us a coil of rigging, a small pot, a top-gallant mast, a sail belonging to it, and left us. Having lost all our boats, an attempt was made to construct one, the first mate being boss carpenter. We had some pieces of oak plank which were set up by the gunwale to secure the deck load. These were used for timbers, and a canoe large enough to carry two men with safety was constructed. It was, however, a rude, misshapen affair, resembling a coffin much more than a boat. The top-gallant mast given us by the Scotch captain we continued to make use of by slipping it abaft the head of the rudder, and securing it to the taffrel sail. We had now five masts, such as they were, and sails set on them all. To this last we gave the name of push behind, and in this predicament, with all our little kites spread to the wind and our vessel rocking like a cradle, we might have presented a sublime and animating scene for the painter.

It should be remembered that we lost our galley, camboose, and all our working utensils at the time of our shipwreck. We did not suffer materially on that account. To afford a remedy for this we made a box some three feet square, of plank, and filled it partly

with broken jugs, and lined up the sides with the same, sitting our little pot in the centre, in which we could heat water, of which we were well supplied. There was also cheese on board which we made use of. Our bread had been wet with salt water, but not so much as to entirely spoil it. Some of us eat pork raw, while others would thrust a stick through it and hold it in the blaze and partly cook it. During the time we were on the wreck we made but one family, officers and sailors all messing together. In this way we worked slowly to the westward until the eighteenth day of October. On this day we had the wind northeasterly, and had made a better run than on any day before. Near night the weather became thick and looked very alarming to a condition like ours. Our sails were of the lightest kind, all of thin duck. We had no storm sail and no place to set one. We were, in the most complete sense, exposed to the mercy of the waves. In such a state an approaching storm was a very serious affair.

By our longitude, we were on the coast of New Brunswick, but our latitude was uncertain, as we had failed the two previous days to obtain an observation. We unbent our sails and took them below, and made every possible preparation to encounter a gale, which it was quite certain was fast approaching.

In the early part of the night the gale commenced with great violence with a cold rainstorm, and fearing to run in such a dismal night, we attempted to lay to, but having no sail to steady the vessel and keep her by the wind, and having no control of the vessel whatever, we were obliged to let her have her own way, which was very fickle and dangerous, sometimes coming head to the sea and at others falling off into the trough of the sea, when she would roll frightfully. In this way we lingered through the dreary night and until three o'clock the next afternoon, the sea frequently rolling in over the gunwale and filling the waist, and burying the hull in water. At this time, the vessel having fallen off nearly before the wind, and the sea running very high, we were boarded by a sea on our starboard quarter which carried away our quarter boards on both sides, stove the binnacle, carried off the booby hatch, swept the deck of everything movable and filled the cabin and steerage with water

Our boat which we had got up with so much care and inconvenience, and which might have been of use to us in a case of emergency, was among the missing, and was seen no more. Fortunately, there were but two men on when this sea broke upon us, and these, seeing the wave rolling up, sprang below

and thus saved their lives. As soon as possible we were all on deck, and found the vessel before the wind, and we righted the helm and kept her so. As the vessel answered her helm very unfaithfully, the captain gave orders to bob the jib, which a short time previous we got in its place and set, and though it was a new sail it was certain could not long endure the fury of the gale, and the remedy was to secure the lower part so the head only could be hoisted. An attempt was made to perform this duty, but about the time we reached the forward part, a sea rolled in over the starboard gunwale which buried the forward part in water. We saved ourselves by springing on the windlass and holding on by the stump of the foremast. He called to us to return, and observed as we approached the quarter deck: "If we must perish, we will all perish together." We now examined our reckoning by which Georges bank bore southwest by south, and we were making a southwest course, but we had no remedy; danger surrounded us on every side, and it was hardly possible to discover which way to escape them. We continued to scud before the wind and sea the remainder of that day and the following night, the gale continuing to blow and the rain to fall with unabated violence. To add to our discomfort the vessel steered so hard

and unwieldly that it was very hard work for two men to manage the helm, and in consequence of the extreme darkness of the night, it was impossible to see the heavy waves in time to prevent their falling on board, and we were frequently overwhelmed by them, and buried in water. Our greatest consolation was that we had a strong and tight bottom under us, and a cargo that would not sink.

At six o'clock in the morning the rain ceased and the wind began to abate, and soon after shifted more northwardly, and before noon became clear and tolerably pleasant.

During the whole of this fearful night the captain had sat on the transom, and a part of his time was employed in ruminating on some employment, on the land, if he should live to reach it, by which he could obtain a support, as he afterwards informed me.

We made ourselves busy bending our sails and soon had them all set, and driving before a fair wind, presenting a mingled picture of distress and novelty. We were now on the coast of Maine, and the wind fair and the weather favorably; we were gaining faster than at any time before, and in two days after made the highlands of Cape Cod, but the wind being far northerly, we were unable to fetch by the head of the cape, and for some forty or fifty hours made but little

progress, when we took a light breeze from the southward; we spread our wings before it, in a northerly direction, and ran through the night with a very light wind, until three o'clock of the following afternoon, when from the head of our jury main mast we discovered Pidgeon Hill, an eminence in the town of Ipswich, and when the clock struck two in the morning, we dropped our anchor in Cape Ann harbor on the night of the twenty-ninth of October, twenty-one days from the time of our shipwreck, and although we had not eaten a meal of cooked food for that length of time, we were all in good health and spirits.

CHAPTER X.

We soon after received orders from the owner to return home, leaving a boy to take care of the vessel. The owner having made preparations to re-fit the brig which by the first of February, were in readiness, we took them on board of a coasting vessel, and proceeded to Cape Ann harbor.

We had to nearly unload to take out the stumps of the masts, and the weather being cold and stormy, we were until the fifteenth of March preparing for another voyage, and on that day I again committed myself to the fierce and boisterous ocean, with the same captain and three of the same sailors with whom I had shared the perils and sufferings of the preceding shipwreck, in the capacity of mate.

After being out twelve hours the weather being thick and threatening, and the wind easterly, we returned and anchored in Cape Ann harbor. After the storm, which was a severe one, had passed, we put to sea again, and had a good run off the coast, and a speedy passage to St. Vincents; but not finding a satisfactory market here, we left for Grenada and thence to Trin-

idad, and here again we had to encounter the Dragon's mouth, of which I have already spoken.

We arrived here with a fresh breeze of wind, and having gained the necessary offing, made a push to run through, and when we were something more than half way through, it became calm, and we were fast drifting back with the current, and approaching near the shore on the weather side, which was a bold and nearly perpendicular clift of rocks extending very high. To avoid falling against this place, where the spars would have struck this wall of solid rock before the bottom, we got a boat ahead with four men, when a sudden flaw of wind filled the sails, and started her ahead, which with the strength of the current running the other way, drew the boat under the vessel's bottom, the sailors saving themselves by catching hold of the bowsprit shrouds; with some difficulty we recovered our boat.

After drifting out and obtaining a sufficient offing, we made a second trial, and succeeded in running through. Having tried the market without success, we returned to Grenada, where the cargo was sold, payment to be taken in rum.

Having discharged our freight, and commenced taking in our homeward cargo, I received a note early in the afternoon from the captain, directing me to

take both boats with four men and proceed to a bay which he described to bring on board a boat-load of rum.

I proceeded forthwith to obey the order. It was a pleasant day. I had to go about three miles before the wind and go round a point of land, and proceed up the bay one and a half miles.

There were fifteen puncheons ready to go on board. The captain inquired if I could carry them at two loads, expressing some doubt of the prudence of doing so, as I should have to go three miles against the wind. I replied that I believed I could.

The puncheons of rum were on the beach, with the bungs out, the clerk having been engaged in gauging and proving them. I had given the sailors their usual allowance of liquor before I left the vessel, and did not mistrust their helping themselves in the way they did.

We rolled the puncheons into the surf and slung them on each side of the long-boat and one at the stern, and one at the stern of the yawl, and commenced our return to the vessel. Before we had doubled the point, I perceived I was about to have trouble; two of the men began to topple and reel, and were unable to dip their oars with any effect, having freely helped themselves from the bungholes with

the proof glass. I proceeded round the point which brought me in sight of the town. Here I struggled for an hour or more and gained but very little; but the captain by means of his glass, discovered my condition, and dispatched a boat with four men who soon came to my assistance, and about sunset I reached alongside with my freight.

Having taken in the remainder of our homeward freight, and finished our business here, we sailed for St. Bartholomew to dispose of a small portion of our cargo which was prohibited in English ports, and which had been entered for exportation. This is a small island, owned by Sweden. It has a safe harbor and respectable town, but of rough and barren appearance, and having no water but what falls from the clouds.

Soon after we sailed from this island the captain and two of the men were taken sick, which made our duties much harder and brought responsibilities upon me for which I was not fully prepared. In the passage home I went into the hold to examine the condition of the cargo, when I found a puncheon of rum leaking; I went on deck and procured wherewith to stop the leak, and returned with a lighted candle, and was engaged in stopping the leak, when happening to hold the candle too near the surface which was wet

with rum, when instantly the forward part of the vessel was in a blaze of fire. I sprang on deck, and soon returned with a bucket of water, with which I extinguished it. I believe I was never more frightened in my life.

When we were in the latitude of Bermuda, we fell in with two British ships-of-war; they hailed us in a language we could not understand, and seemed to take pleasure in annoying us. They sent an officer and six men on board, who presumed to take extensive charge of our vessel, and took our captain on board one of the ships, where they kept him until near night, when they brought him on board and suffered us to go on our way. The captain who had been in poor health for some time previous, in consequence of the fatigue and embarrassment of this day, came on board sick, and was confined to his berth for several days after.

We now had a fair wind and pleasant weather, and arrived at home a few days after, having been gone just twelve weeks from Cape Ann.

CHAPTER XI.

I sailed again in the month of July, in the same vessel with the same commander, and in the same capacity. In attempting to get to sea we ran aground where we lay two days, and had some difficulty in getting off. This was a dull, uneventful voyage, and after a tiresome passage of forty-two days we arrived at the island of St. Vincent; not finding a market here we left for Grenada, still no market was found; touched at Lucia, Martinica, Dominica, and finally arrived at Nevis where the cargo was disposed of and payment taken in rum and molasses.

This island is separated from the island of St. Christopher by a strait three or four miles wide. Here we lay four weeks and then sailed for home. We had much rainy weather after arriving on the coast. After making the land the wind being unfavorable, we bore away and run into Salem, and after laying there three days we put to sea again; but taking a fresh blow from the eastward we were obliged to haul off, and it was seven days before we sighted

land again ; but we at last arrived home after a passage of thirty days.

Business was now so very dull and many of the voyages so unsuccessful, that merchants had but very little encouragement to send their vessels to sea, especially in the West India trade.

I remained on shore until the following February, when I undertook another voyage in the same vessel and with the same commander and nearly the same crew of sailors. The captain had been severely afflicted by lameness with a tumor on his hand, and had lost one of his thumbs, and was not fully recovered when the vessel was ready for sea, but being unwilling to cause detention, he was induced to proceed.

We sailed with a stiff breeze from the northwest, which lasted for the first thirty-six hours, when it shifted and came on to blow heavily from the eastward with severe cold and rain. The skill and judgment of our commander was now felt as he was unable to be on deck. We succeeded, nevertheless, in getting under short sail without damage, excepting the jib which was split in taking in. It was his unvarying practice when he sailed from home to run directly for Georges' banks, and when approaching them to pass them on whichever side the wind favored. The gale which was quite severe for a while was not

of long duration, and was followed by a strong breeze from the northwest which drew us off the coast rapidly, and in four days we were in warm weather. The remainder of this passage was commonplace, containing nothing worthy of record.

We arrived at St. Vincent after a lengthy passage and found it dull as before. We proceeded to Grenada, and here it was the same; turning northward we touched at Martinica, Mantsurrat and other islands on our way, and finally brought up at Nevis, where we had made our last voyage.

While lying in this bay which is seldom very smooth, an unaccountable phenomenon took place. It was perfectly calm and had been so through the night. The vessels were all moored head to the shore, with one anchor ahead and the other astern. Early in the morning a heavy swell began to heave in without any visible cause, which made the vessels ride very uneasy bringing a severe strain on the stern cable when the waves rolled toward the shore, and equally severe when they fell off with the undertow. It was in vain that we attempted to prevent her from running back and forth on the heavy swells by straightening our cables, for the seas would lift the vessel so as to wrench the anchors from their hold, when the cables would become slack. Some of the vessels lying in

the bay parted their cables and drifted to sea, others rode it out by one anchor only.

Our vessel rode till about ten o'clock in the morning, when our bow-cable parted. We cut the spring of the stern cable, and fell astern to ride by the stern anchor, and about one o'clock succeeded in sweeping our bow cable, and re-bent it, and moored our vessel as before, and in the evening the swell abated.

This phenomenon was accounted for in different ways by the people here; some supposed it to be the result of an internal eruption, while others attributed it to the effect of a distant gale. The former based their conclusion on the generally admitted theory that the high mountain in the centre of the island was an internal volcano, and this conclusion was strengthened by the circumstance that on one of the neighboring islands, about the same time, a volcanic mountain burst forth, which threw stones all over it and thickened the air with smoke and dust for more than fifty miles at sea.

Soon after this our business was finished here and we sailed for home. We had a pleasant passage till we arrived on the coast, with the exception of one severe gale from the northwest on the coast. We had thick, foggy weather, and were detained by it several days. We kept working on in the day time, and fi-

nally got sight of land and soon after arrived at our port of destination. A few days previous to the end of this voyage, the war of 1812 was declared with England, which put a stop to all mercantile marine business, and produced a serious stagnation in the land. The demand for labor fell far short of the supply, and many were driven to extremities to obtain subsistence. I attended to farming and fishing, and whatever I could find to do. Also ran a coasting vessel to Boston with wood, and through the winter taught school. It was a critical business to venture anywhere on our coast in consequence of the numerous English cruisers with which it was infested. The British sloop of war Mattlêr, was stationed at Boon island and was to be seen in our bay nearly every day. On one occasion she chased an American privateer on shore on Wells beach and sent men and means on shore, and warped her off and made a prize of her without any resistance.

Enlisting officers were now busy trying to enlist soldiers to recruit the army of the northwest for the purpose of invading Canada, but very few, however, were disposed to enlist, privateering being more popular, but for those who engaged in this vicinity, altogether unsuccessful. Three privateers were fitted out from Kennebunk. The first, the Gleaner, was

captured the third day out and taken to Halifax. The second, the Ludlow, was taken by a British frigate when thirty-six hours out. Both of these were on their first cruise, and the crew of the latter had to endure the discomforts of Dartmorth prison to the end of the war. The third, the McDonough escaped capture, and returned near the close of the war from a lengthy cruise entirely unsuccessful. We were in a constant state of alarm on account of our defenceless situation. The reconnoitering boats of the enemy were frequently seen lurking near the beaches, and had they been aware of our entirely helpless and inefficient condition, might have landed and helped themselves to whatever they could have found. The war was very unpopular in the New England States and especially so in the State of Maine, then belonging to Massachusetts.

I had, inconsequence of my absence on the ocean, failed to become acquainted with the political state of the country, and but very imperfectly understood the nature and magnitude of the pending controversy between the two nations, and was induced to go with the multitude in opposition to the government, which I now believe to have been an error. For the better protection of the shipping they were stripped and transported up the rivers and bedded in the mud.

In one instance the enemies boats landed where a new ship was on the stocks and sawed the heel off in three places, and otherwise damaged her. Other acts of wanton mischief were frequently committed. I was sometimes seriously inclined to engage in privateering, and was deterred from it partly by the fear of being incarcerated in an English prison, and still more from a belief that it was a species of piracy in which I could not conscientiously engage.

On one occasion our vicinity was thrown into a state of alarm and agitation in consequence of an English seventy-four gun-ship having anchored off Cape Porpoise. Bells rung to give the alarm and couriers were dispatched to call out the militia, and in the course of the night seven companies were mustered, and in the morning marched to the supposed point of danger, where we were drilled and marched and counter-marched through the day, and at night were dismissed, the ship having weighed her anchors and gone to sea.

In addition to the many inconveniences from which the people were suffering, the summer of 1813 was very cold and unfruitful and the harvest nearly a failure, especially the corn, and as there were no means of safe transportation, it became so scarce that in the summer of 1814 a cord of oak wood

would not pay for a bushel of corn, and many other articles of consumption were not to be found in the market. These calamities were the cause of much suffering, and loud and urgent complaints were made against the government. This war which was declared with England on the eighteenth of June, 1812, though not producing any very decisive results, and finally proved a drawn game, was nevertheless a source of much carnage and bloodshed, and many serious embarrassments to both parties. The absence of preparation and the decided opposition manifested by a large-portion of the people, was a serious obstruction on our part. Nevertheless, an army of one hundred and fifty thousand were called for, and were mustered into service and distributed at different points of attack and defense; but a discouraging repulse near the outset very much reduced the public confidence in its efficiency for service.

On the sixteenth day of August one branch of it were made prisoners by the surrender of Detroit by General Hull. But the national despondency was soon after some relieved by the capture of the British frigate Guerriere by the United States frigate, Constitution. The English ship was so damaged that she was burnt, while the American was ready for action the next day. The following October the battle

of Queenstown Heights took place, in which sixty were killed and seven hundred taken prisoners; and on the seventeenth of the same month another naval victory was achieved by the capture of the British sloop of war, Frolic, of twenty-two guns, by the American sloop of war, Wasp, of twenty guns.

In the month of January, 1813, the bloody battle of the river Praisan was fought, under command of General Winchester, with seven hundred and fifty men against an army of fifteen hundred English and Indians commanded by General Proctor, and our whole force were either killed or taken prisoners.

During the winter an action took place between the American sloop of war Hornet, and the English sloop of war Peacock, which continued fifteen minutes, when the Englishman surrendered, having been so severely hulled that she went down immediately, carrying down nine of her men and three of ours. The current of fortune now seemed to run against us. In the month of June following, the American frigate Chesapeake, Captain Lawrence, was captured by the British frigate Shannon, off Boston harbor, by which we had seventy-five men killed and eighty wounded, among whom was Captain Lawrence; and the following August the American gun-brig Argus was captured by the English sloop of war Pelican. In Sep-

tember following the British brig Boxer was taken by the American brig Enterprise, loosing but one man and that one was the lamented commander, Lieut. Burroughs. Captain Bly, of the Boxer was also killed, and both Commanders were buried in Portland with naval honors.

This action lasted thirty minutes and was very distructive to the crew of the English vessel. This brig had been stationed off Seguin, and had been a constant annoyance to our coasting business. The following September an engagement took place on Lake Erie, the American fleet consisting of nine vessels carrying fifty-four guns, and the English of six vessels carrying sixty-three guns, and after a desperate conflict which lasted three hours, terminated in an entire defeat and capture of the English fleet with six hundred prisoners, and the next October Detroit was retaken by General Harrison. In the month of March, 1814, the American frigate Essex, Capt. Porter, was captured by the English frigate Pheba and sloop of war Cherub, on the coast of South America, and the next August a fleet of British men of war with six thousand troops sailed up the Potomac and burnt the Government buildings and committed other depredations to a large extent, and immediately after the British commander, General Ross, proceeded to at-

tack the city of Baltimore. He was killed before arriving there by an American boy while crossing a bridge.

The day previous to his death, while at dinner he was asked by an officer if he expeeted to dine in Baltimore the next day; when he replied that he would dine in Baltimore or in hell. He did not dine in Baltimore, and his force were compelled to retreat without accomplishing their object.

In September there were indications of an attack on the city of New Orleans by the force under General Packingham with an army of fifteen thousand. General Jackson, with a force of eight thousand was judiciously posted, and on the morning of the eighth of January, 1815, a desperate engagement took place in which the English army were repulsed and compelled to retire with the loss of seven hundred killed, among whom were General Packingham; and fourteen hundred wounded, among whom were two officers next in command.

On the fourteenth of December previous a treaty of peace was negotiated, and in the following February was ratified by the American Congress. Peace being now restored, all was bustle and confusion to get the shipping to the wharves and prepare them for

sea. They had lain by three years, and were stripped of all but their lower masts, and were at this time imbedded in solid ice.

CHAPTER XII.

My former captain who had never been suited with the Rambler in which he had been sailing previous to the war, now took charge of the brig Dion of Kennebunk, and applied to me to go his mate to which I consented. It was first intended to go south and take a freight for Europe, but was subsequently changed to a voyage to the West Indies. We joined this vessel early in March, but owing to stormy weather we did not get to sea until the first of April. The former part of our passage was a succession of storms and gales from the south and west, and the latter of light and head winds which prolonged it to forty-two days.

On our passage we spoke an English ship who informed us of the escape of Napoleon Bonepart from the island of Elbe, which was at that time an alarming affair. When running to the windward of the West India Islands, in the early part of the night, we discovered a ship bearing down for us, and when within hailing distance ordered us to heave to, while we were boarded by an officer from his Brittanić Majes-

ty's frigate, Tribune. This officer was a gentleman. After obtaining some newspapers and inquiring if we had seen any privateers, and buying some poultry left us, and a few days after we arrived at St. Vincent.

But other vessels having arrived there before us the market was supplied. We left for Grenada; failing to make sale of our freight here, we turned northward, touching at every port we could reach, till we came to St. Bartholomew; here we anchored and obtained a supply of water and sailed for St. de Verde, finding no sale here we went to St. Thomas, still unsuccessful we shaped our course for Havana. Running down by Porto Rico and Cuba, we had much squally weather for three days, and were constantly employed in taking in and making sail, and after arriving on the south coast of Cuba, we had light and flattering weather which so prolonged our voyage that we became short of water, the weather calm after we had got round Cape St. Antonia, we came on an allowance of a junk bottle full of water for twenty-four hours to each man. It was now the early part of July, and the weather exceedingly warm and the water also, and we suffered very much with thirst. On the fifth day of July our zenith distance by observation was four miles, or we lacked that distance of being directly under the sun at noon.

In consequence of successive calms we were nine days in making one hundred and fifty miles which brought us in sight of the Moro Castle at the entrance of the harbor of Havana, where we arrived after being at sea seventy-seven days. Here we were laid under an embargo three days before the captain was permitted to go on shore. Here a market was found and the cargo sold and discharged at the Arsenal. We remained here four weeks and took in a freight of sugar and molasses and sailed for home. We had dull, rainy weather in the former part of our voyage and came near encountering a water spout. The wind was light at the time and the weather thick and rainy; the spout was slowly approaching us. We made every effort in our power to avoid it, but probably should have failed to do so but for the circumstance of its breaking when within about a hundred rods of us and falling with a mighty splash to the surface.

This phenomenon has a very singular appearance when near to it; the water is in a wild state of agitation for a large circle about its base and appears to move in a circular direction. The spout which looks very black extends from the surface of the ocean to the cloud into which the water appears to enter, and is much larger at the base than at the cloud and

though appearing to move in a circular direction moves with considerable speed in a right line, and when near them the water is plainly to be seen ascending to the cloud.

Arriving on the coast we were enveloped in fog and thick weather for five or six days which prevented our taking an observation, and made it difficult and dangerous to find our way to the land; but we succeeded, and the wind being favorable we soon reached our port in the month of August after a long and losing voyage of nearly five months.

Merchants having been much disappointed in the state of the foreign market did not seem to know where to send their vessels or whether to send anywhere, as but a small number had made saving voyages, and there was no appearance of improvement.

CHAPTER XIII.

We remained on shore until October, when we again sailed on another West India voyage. Our voyage was pleasant, and we arrived safe and all well at Grenada. Failing to make sale we tried the market northward through the English and French West Indies at every port we could fetch until we reached Auxeayes, a port on the south side of the island of St. Domingo. At a small town some forty miles easterly from here, called Aquin the cargo was disposed of and payment taken in logwood. This town, "pronounced Arkane," lies at the bottom of a bay about four miles deep, and is a safe harbor, but in consequence of shoal water, vessels have to anchor two miles from where cargos are landed and taken off, and is surrounded by flat land covered with mangroves, interspersed by numerous ponds of water, and is very unhealthy.

We discharged our freight and painted our vessel, and proceeded to take in logwood, which was very laborious work, as we had to boat it two miles and most of it large logs some five feet long we had to

hoist in with a tackel. In about four weeks we were prepared to depart. This island is four hundred and fifty miles long and one hundred and fifty miles broad till near the west end where it is narrow. It is very mountainous in the interior, but near the coast there are large tracts of low land. There is a gentle breeze of wind through the night, blowing off the land from all parts of the island. This country was formerly a French colony, and was taken from them by the blacks after a long and sanguinary insurrection.

This revolution had its origin in the oppressive measures of the French colonists on the free colored inhabitants, many of whom had been educated in France, and were men of intelligence and character. They were denied the privilege of pursuing any professional vocation; were compelled to bear arms at their own expense. They were also made to pay a tax of one dollar per head annually and were not allowed to vote. These oppressive enactments were productive of much strife and acrimony and finally culminated in an open insurrection, which was first inaugurated in the year 1791, which was first led by James Oge, whose mother was a wealthy coffee planter, and who had educated her son in Europe. This attempt was frustrated, and the whole party consist

ing of four hundred were made prisoners, and Oge was broken on the rack and the others were executed.

The insurrectionists soon after renewed hostilities by a simultaneous attack on the proprietors of the French plantations. Most of these planters with their families were massacred by the negroes and the plantations laid waste.

A remarkable instance of the fidelity of a negro slave is worthy of notice. A French planter who was the owner of this negro and was residing on his plantation in the country with his family, was timely notified of this outbreak of blacks by this slave, who was himself among the insurgents, but who gave the informatiou for the purpose of rescunig his masters family. In the midst of the frightful carnage he secretly made his way to his master's residence and conducted the family into the wilderness, where he left them. The following night he appeared and brought them provisions, and the next night a further supply. They saw no more of him for three days, when he again made his appearance and informed them he had provided a way of escape for them by a river, directing them to a place where they would find a canoe.

They followed the direction given and found the canoe, but in descending the river the canoe was up-

set and they narrowly escaped drowning, and were compelled to flee to the woods. The faithful slave still gave his master's family his aid and attention. He found them in the woods and conducted them by slow marches in the night to a place of safety.

The French inhabitants sent a force against the negroes, but it proved insufficient, and was driven into the towns with considerable loss. The blacks had several leaders in this insurrection, but they were all superintended by Toussaint L'Ouverture, who was a full blood negro. This man was born on the island of St. Domingo in a state of slavery, and remained so until the commencement of the insurrection in the year 1791, but having been a favorite servant in his master's family, and his master's postillion, he had learned to read and write, and had some knowledge of Arithmetic, and seems to have been remarkably qualified by his prudence and decision to become an instrument for the deliverance of his persecuted race from the cruelties of their oppressors.

Failing to conquer him by force, an attempt was made to seduce him. His two sons had been absent several years in France, acquiring an education. They were returned to St. Domingo with their French teacher, who was the bearer of a very plausible letter from the French government. The teacher was di-

rected to suffer Toussaint to have an interview with his children, and to propose to him to subscribe allegiance to the French government, promising to regard him as the Chief of the island and to guarantee the liberty of his countrymen. On complying with these conditions, his sons were to be left with him, but if he refused to comply they were to be taken into the custody of the French commander. His wife and boys, one of whom was eighteen years old endeavored to persuade him to accept these propositions.

Toussaint, who remained silent, struggling under severe emotions, arose, and taking the teacher into an adjoining apartment addressed him with this heroic reply: "Take back my children, if it must be so. I will be faithful to my country and my God." They were taken back, and he saw them no more in his own country. Failing in this plan of duplicity, a stratagem was resorted to which proved more successful. His house was surrounded in the night by a force of French soldiers and he was taken from his bed and sent on board of a French ship of war, and carried to France in irons and cast into a dungeon, where he was suffered to languish and die.

The blacks were not long without a leader. Jean Jaques Dissilines, who had been a slave previous to

the insurrection and an officer under Toussaint, now took command of the black army and pressed the conflict with diligence and relentless brutality. Opposed to him, at the head of the French army was General Mochambeau, equally ferocious and cruel. Each of them were at the head of an army of fifteen thousand men in contiguity with each other. An undecisive battle took place between these two armies, in which prisoners were taken on both sides. The French had taken about five hundred, who were immediately put to death. Dissilinse, on being informed of this transaction, immediately hung an equal number of French prisoners in gibbets.

The two armies soon after joined battle with great fury and terrible slaughter, and after a brief and severe conflict the French gave way and fled, pursued by the blacks until they found shelter within the wall of the city of Cape Franchois. Such are some of the incidents connected with this sanguinary insurrection.

The inhabitants of this country are naturally indolent; and many inclined to be unfaithful to their engagements, but there were many honorable exceptions.

We left this place near the last of January with a full cargo of logwood bound to Charleston, South

Carolina. After having been at sea four days, being on the south side of Cuba and in sight of land, we saw a vessel apparently in chase of us, and which drew near us very fast and fired a gun as a signal for us to heave to. Seeing the impossibility of escaping an interview, we lay by. They were soon near us, and without hailing or making any tokens of recognition they lowered their stern boat and came on board, nine of them, each one of them having a long, wicked looking knife in his hand. On board their vessel, which was a small brig, as near as we could judge there were one hundred and twenty men armed with six guns. We were now without a doubt in the hands of pirates. When they came on our deck, each one drew his knife by way of admonition, but soon returned it, and commenced seeking for plunder.

Their principal object of pursuit was money, but there was no money on board as our papers and the quality of our freight could plainly testify. They first went into the cabin and steerage, where they made a thorough search and took clothing and several other articles. From the steerage they took a barrel of biscuit, what potatoes we had, a side of leather, a coil of new rigging and other articles. They then proceeded to the forecastle and threw all

of the sailors clothing and bedding on deck, and deliberately sorted out all the best of it and stowed it in their boat, and then proceeded to search the decks, and took from us a grindstone, our oars, hand-spikes, boats, rudders, tools, and whatever they could find, till their boat was fully loaded, when they silently took their departure and returned to their craft. After they had thrown their boat-load on deck, we had the satisfaction of witnessing a disturbance and contention amongst them in reference to the distribution of their plunder as we supposed, but we could only hear and see; we could not understand their language nor they ours. Those who came on board of us appeared to be all Spaniards, and we were afterwards informed that this brig was owned in Havana.

After escaping from this unsocial interview we pursued our course down the south side of Cuba. We ran round the westerly end of the island and beat up the gulf and soon got past the Floridas. On the coast of South Carolina we encountered a severe gale from the northwest, in which we lay to three days, which was followed by easterly winds and stormy weather. Soon after daylight, in the midst of a cold rain-storm from the eastward, the alarming shout was heard, "Breakers on the lee-bow," but as the wind favored we had no difficulty in clearing

them. We soon after made a point of land with wind-mills on it. We did not know where we were or which way to steer for Charleston. In the forenoon we spoke a ship, when we were informed that the land we had seen was Cape Momain, and the breakers on Cape Momain shoals. The weather became clear and the wind changed to the westward, which was a contrary wind for Charleston, and was light and variable and we were three days before we took a pilot. We ran in and anchored, and the next day went up to the city, which is twelve miles from the light-house, on Morris island.

The city of Charleston stands on a peninsula by the junction of the Ashley and Cooper rivers, has a safe harbor and capacious roadstead. I should have given the reason why we were on the south side of Cuba on a voyage from St. Domingo to Charleston, South Carolina. Soon after leaving St. Domingo we took a strong, northerly wind, which made it appear imprudent to attempt to go through the usual paspage between the west end of St. Domingo and the east end of Cuba. After laying at Charleston four days and failing to make sale of our freight of logwood we sailed for Boston.

It should be remembered that the loss of our clothing by the pirates was severely felt by us in

coming on to the coast in the month of February, as was also our provisions and things which they took from us. But having to some extent replenished our stock while at Charleston, we were made more comfortable. We had rough, stormy weather, nearly all of the passage, but no very severe gales, and arrived in Boston the twenty-fourth day of February, in eleven days from Charleston. Here the vessel was lain by for a while, and I came home very much worn down and in poor health, and after much deliberation and listening to the advice of friends, came to the conclusion to retire from a seafaring life and seek employment in some other way.

I had some family now, who seemed to demand my attention, and with which I had a strong desire to remain. I also had the impression that I was not naturally adapted to a marine life. I never could drill myself to the practice of that sternness of manner and severity of treatment supposed to be necessary in the economy of ship discipline. Nor do I believe in its general utility; a large portion of the insubordination and animosity with which sailors are so freely accused and which actually prevails, has its origin in the harsh and slavery-like treatment with which they are treated by ship owners and their officers. A sailor should be distinctly taught to know

his place and keep it; and this may be done more effectually without oaths and curses than with them, and then recognized as a man and treated as such. This being done, ship officers would have men who could be relied on in any emergency. I make these observations from experience, for it will be found as we proceed that my marine life is not ended.

But there were many reasons why a mariner's life did not suit me. It did at that time promise a larger amount of gain than most other employment, but these promises were liable to fail, and in my case had failed. I also had a strong repugnance to the society with which I was compelled to mingle, the profanity and dissipation which I frequently had to encounter, its destructive effect on life and health and morals and social intercourse, and its absolute confinement all placed against it and made it look to me as an undesirable pursuit, and invited me to turn my attention to some other employment.

I had become the owner of a tract of good land, on which I proposed to seat myself, and as farming had always been my favorite employment I found myself much more happy and comfortable than on the ocean. There were on my premises a mill-site on which I built a corn mill. I was not very successful in this enterprise, though it ultimately proved

a good investment. And though I was quite deficient in the practical science of Agriculture, I made the best improvement in my power and succeeded very well.

CHAPTER XIV.

My mind had been long and variously exercised in regard to the use of strong drink, and several times while following the sea, had nearly come to the conclusion to dispense with it, but was prevented from doing so by the influence and arguments of others in whose judgment and experience I had confidence. I had had extensive opportunities of witnessing the abuse of it, and had experienced much inconvenience from the excessive and untimely use of liquor. I was fully aware that it had an injurious effect on the constitution and mind of those who made a free use of it, but had not the resolution to make the leap to total abstinence. I have often reflected with astonishment at the fatal delusion which at that time overspread the public mind in regard to the use of artificial stimulants, and though I did not entertain any alarm on account of intemperance myself, I still saw the necessity of seeking a remedy for the evil consequences resulting from it, and the soul and body distroying influence it was producing.

But all doubt in regard to ardent spirits being inju-

rious to those who make use of it without any equivalent advantage resulting from it, has long been banished from my mind, and it is a satisfying reflection that I was made the humble instrument of introducing the first temperance pledge, and of assisting in gathering the first temperance society, which ever existed in the vicinity of my residence. My parents were professed Christians in the Orthodox communion, and the Bible in the time of my boyhood was used as a school book, and received a proper share of attention in the family, which gave me the advantage, as I was favored with a retentive memory, of storing my mind with no small amount of its contents.

My mother bestowed unwearied attention in cultivating my mind in the principles of morality and religion, and I am indebted to her for instructions and admonitions received in my early childhood. As a specimen of her industry and success the following incident will furnish an evidence. On an occasion while the other members of the family were absent attending public worship, and before I had learned to read, she called me to her and told me I must learn a hymn and proceeded to repeat it, and I after her, until I had committed it to memory. The hymn is to be found in Dr. Watt's original collection and is

the first hymn of the third book of which the following is the first verse:

'Twas on that dark and doleful night,
When powers of earth and hell arose
Against the Son of God's delight,
And friends betrayed Him to His foes.

This must have been at least seventy-four years ago, and I am safe in saying that at no time since have I been unable to repeat it. I had not at that time any tangible idea of its import or application, nor for many years after. I recollect when I was about nineteen years old, while aloft reefing top-sails in a dark, stormy night I repeated the first verse of this hymn in the hearing of my shipmates, and it passed off as a profane ridicule. At another time when I might have been seven years old, as she was about to leave home one sabbath morning to attend public worship, she told me that she would give me a copper for every hymn I could commit to memory while she was absent, giving me my lesson in Dr. Watt's versification of Solomon's Songs. The hymns were lengthy and all in long metre, but the coppers gave me a fresh stimulus and I was soon stowed away with my hymn book, minus of all other pursuits; and when she returned I received eight coppers for my day's work, and praise and petting to gratify.

I had not the least comprehension of their purport, nor for many years after, but these efforts of my mother were not as water spilt on the ground, for often in my riper years has the first verse of one of these hymns occurred to my mind with a force of comprehension which I am unable to describe.

> The wondering world inquires to know
> Why I should love my Saviour so.
> What are his charms, say they, above
> The objects of a mortal love.

At another time I had for my Sabbath day lesson the first twelve verses of the eleventh chapter of Ecclesiastes, which I also committed to memory, and the verse with which that chapter commences: "Remember now thy Creator in the days of thy youth," has been to me like household words in my many years of Sabbath School service. And I have since found the religious precepts thus stored in my memory to be a treasure of great value.

I had, up to the time of my attempt to retire from a sea life, bestowed but very little attention to the subject of religion or any thing connected with it. I had been a wild, wicked sailor, and it seems now like a moral blank in my life. But being now at home I attended public worship and began to hope and even to believe, that my wild oats were about all scattered. In the early part of June, 1816, my mind

was forcibly arrested by reading the account of the interview between the apostle Peter and Simon, the soldier, as recorded in the eighth chapter of the Acts of the Apostles, 21st, 22d and 23d verses. I viewed my condition as similar to that of Simon, and convinced that there was no safety in remaining in a state like mine, nor hope for any relief while destitute of a lot and part in the matter described in this passage, for I was not ignorant of the source from which Peter derived his authority.

I believed myself to be a lost sinner, and could see no way of escape from the wrath to come. My sins appeared so numerous and so aggravating when compared with that purity of character required of the followers of Christ, that an appeal to Him would be useless and presumptuous. I knew that I had long been a bold blasphemer and a defiant rebel against God and His laws, and His mercy and pardon seemed entirely out of my reach. It should be borne in mind, that having spent the greater part of my time from boyhood, either on the ocean or in foreign countries, tracts and Bibles and seamen's Bethels were not placed before seamen as they are at this time, and that I had lived an outcast from nearly all religious and moral instruction for several years, that my mind was entirely uncultivated in the nature and

designs of the atonement, of its application to my condition, and in everything pertaining to the relation which Christ bore to a lost and fallen world by his advent and sufferings and final exaltation.

In addition to this, it was a time of general declension, there not having been any special attention to religion for several years in any part of the town, and practical religion having scarcely where to lay its head among those who professed to be the followers of Christ. In this forlorn and bewildered state I resorted to the Bible, which I had been taught in my childhood to be a divine revelation. I read the promises and invitations, and could easily imagine cases to which they might apply, but not to mine. There was a great gulf between them and myself, which seemed to me utterly impassable. I was there taught that faith or belief were indispensable in order to embrace and adopt them, and of this I knew I was entirely destitute.

I reflected much on my past life, and from these reflections I gained deeper and more certain condemnation. I attempted to pray, but found no relief, seeming unable to find any object to pray to. In this state of darkness and bewilderment I remained for several weeks, without making any disclosure of the state of my mind to any person. On a more

careful consultation of the passage of scripture which first awakened my attention, I learned that even Simon, wicked as he had been, was exhorted to pray for forgiveness. And this afforded me the first ray of light and the first gleam of hope.

I was aware that this exhortation given to this person was by divine authority and might apply to my case. Soon after I revealed the state of my mind to a friend whom I believed to be an experienced christian. This person took a deep interest in my case and gave me much good advice and instruction, and like Bunyan's evangelist taught me how to avoid the dangerous road in which I had been invited to travel by Mr. Legality. But my mind was not yet relieved. The load was on my back, and though I had learned some things about the way to the wicket gate, I was not yet in sight of it, and was still shrouded in darkness and despondency. I did not fully understand the necessity of casting myself into the open arms of the Redeemer without any preparation of my own, and of giving myself exclusively to Him as the only way and name given under Heaven among men whereby a lost sinner could be redeemed from the bonds of sin and spiritual death.

About this time I went from the house in the evening into the pasture, for the purpose of seeking re-

lief in sweet prayer. I proceeded to a large oak tree and knelt down and attempted to pray. I could not recognize any object to whom to address my petition, though I fully comprehended the being to whom it should be addressed, and it did not at that time afford me any relief; but in returning to the house it occurred to my mind that others had sought mercy and had found it, and that my only safe course would be to persevere and trust in divine favor.

The case of the importunate widow was a help to me in coming to this conclusion, as I plainly saw its application to my condition, and before I retired for the night I made one more effort to reach the ear of divine mercy and found, or thought I found, some relief to my troubled mind; and from this time for several weeks subsequent I seemed to be, as well as I can describe it, in a state of spiritual convalescence. I cannot speak of any sudden or strong emotions of joy and hope and satisfaction which I have often heard expressed by others, nor of any particular time when I felt a witness of the pardoning power of God in the remission of my sins through the atoning sacrifice of Christ, and I never have from that time till now, considered myself as any thing but a sinner possibly saved by grace and the pardoning mercy of God. And although I have been a professed follow-

er of Christ for fifty-two years, and have been associated with religious people and religious institutions, and been, I suppose, considered as one of that character by others, I have very little confidence in any of these external performances, and I would as soon trust my physical weight on a straw as I would trust my soul's salvation on anything short of the purifying righteousness of Jesus Christ.

And although I consider the faithful performance of religious duties as highly important and even indispensable, I cannot, so far as I am concerned, give them any credit.

After I had obtained what I believed to be some evidence that I had passed from a state of spiritual death to a state of life in Christ, I did not believe it right to keep it concealed. I believed it to be my plain duty to enter publicly into the Lord's vineyard and become a laborer there, and although I disclaim all sectarianism as having anything to do with the hidden life of the christan, I did not hesitate in my choice of the class of christian worshipers with whom to become connected; for although I had been brought up in my early youth by parents who were in communion with the congregational denomination, and were good Bible scholars, and I had the most profound respect for their christian integrity, I was con-

scientiously compelled to dissent from some of the views which they entertained, and embrace those of the Baptists, which at that time was quite unpopular, and on the sixteenth day of July, in the year 1816, I was baptized the second time by Rev. Gideon Cook, then pastor of the Baptist church in Sanford, and became a member of the Baptist church in Wells.

CHAPTER XV.

Seafaring business still remained dull and uncertain, and my repugnance to sea life was not in the least diminished. I have before remarked that I was the owner of a farm and also of a mill, but my farm was small and my mill was not successful, and from the want of experience and other causes, I became some involved in debt, and having a favorable offer, I concluded to try my fortune again on the ocean.

This was a sore trial, as I foresaw that in addition to leaving my family and friends, it would deprive me of religious instruction and religious privileges which I much felt the need of, but I had no other remedy, and was compelled to submit, and in the month of April, 1818, I entered on board of the brig Hero, of Kennebunk, commanded by Captain Washburn in the capacity of mate, bound to the island of Martinico. We soon after went to sea, and I found my situation much more agreeable than I had anticipated. I had furnished myself with books of a religious type, and adopted a rule which I did not depart from during the voyage, which was to commit to memory

each day, a passage of the New Testament containing some important points of christian duties, or some admonitions to guard against temptation, which I was well aware I should have to encounter.

I was sometimes compelled to break my rule for a day or more in consequence of unfavorable weather or urgent ship duties, but was careful to repair the loss in more favorable opportunities. And here I would remark that my religious privations were not so serious as I had supposed they would be; for I think I soon found by experience that God was God of the ocean as well as the God of the land, and that His presence and the smiles of His countenance were as easily sought and as readily found in the dark watches of the night on the vessel's deck, as in the sanctuary of worship or the social prayer meeting, and though I seriously felt the loss of sanctuary privileges and religious society and home enjoyments, I had very little cause for complaint.

We proceeded on our voyage with the usual variations of wind and weather, which was considerably lengthened by calms and light winds, and arrived at our port of destination which was Trinity Bay, in thirty-five days. This is a good harbor, terminating at the bottom of a Bay some three miles deep and sheltered by a long reef at the entrance, and by high

mountains on the East and South, with a respectable town and convenient facilities for landing and taking off cargoes. Here we were to lay forty-five days for a freight of molasses. Here were many things to be seen and heard which were very annoying to one who was disposed to serious contemplation, religion in its primitive character appearing to have no place to lay its head, the only form of it being Roman Catholicism and that of the loosest kind.

While lying in this port I witnessed a feat performed by a negro slave, which seems worthy of notice. A vessel lying at this place and taking in a freight of molasses, had the misfortune to upset a boat alongside, by which a hogshead of molasses was lost overboard and went to the bottom in thirty-six feet of water. A French merchant informed the Captain of this vessel, that he had a negro who would go to the bottom and find it. He was accordingly brought on board and made the dive, and was gone so long that we feared he was drowned; but he finally appeared above the surface bringing the information thad he had found the hogshead, and that it was standing on the head. His master who was present, disputed the assertion, alleging that he had not been to the bottom, to testify that he had told the truth after resting a few minutes he made a second dive

returned bringing a handful of gravel and sand taken from the bottom, but was unable to move the hogshead.

While lying in this port the Fourth of July arrived, and the American Captain and French merchants and planters concluded to honor the day by holding a festival on board of one of the American vessels in port, and as ours was the largest and most convenient for this purpose, she was the one selected. The materials for the dinner was brought on board the day previous and French caterers came on board to make preparation, and all was bustle and confusion, which reminded me of the builders of Babel. And before ten o'clock of the Fourth we had a respectable deck load of the necessary condiments for this feast of unreason, and flow of intoxication. Tables were spread from stem to stern, laden with rich and costly food and delicate wines, and all the preliminary arrangement for the entertainment were attended to by French waiters of the most approved skill and experience. The dinner passed off quite pleasantly, but soon after the commencement of the wine period an ominous change became clearly visible, which continued to increase till the American patriots and American independence were toasted, till I thought they were about spoiled.

And when the time for separation came, which was near night, many of them were so transmuted that they could only with the help of others, find their way to the boat, and not a few were unable to keep the right end downward. The following day the officers of American vessels in port, received a general invitation from the French merchants to go on shore to reciprocate the invitation of the preceding day, with the exception of the dinner. I objected to going, but was corrected by the argument that the compliment must be reciprocated on our part, and a failure to do so would be regarded with disfavor. At this banquet, wines and cordials were plentifully supplied, and freely made use of, and it was with some difficulty and much embarassment that I escaped making free use of them, and before starlight we returned on board nearly sober.

We were now ready for sea. Shortly after, I went on shore with the sailors to fill our water-casks for the homeward voyage. We had to roll our water-casks some sixty rods, to a small rivulet which ran along at the base of the mountain. On the side of this mountain at about a mile distant, was a cane plantation, on which I noticed a gang of slaves were at work. While the men were filling the water-cask curiosity excited me to inspect them. The road up the

mountain was winding, to avoid the steep ascent of the hill. As I passed near to a large tamarind tree, I noticed a box some four feet square, and coming near it I found three black infants lying in it. They had doubtless been left here by their mothers, in the shade of this tree, who were among the laborers on the plantation, for several of them were females and some of them had small infants lashed to their backs while they labored with the hoe. These children were lying naked on the bare wood, and were squirming and tumbling over each other at random, and the sun at this time shining clearly upon them. I removed them to the shade of the tree, and left them with the unpleasant reflection that I might have performed a greater favor to have put them out of existence, and thus rescued them from the miseries of French slavery.

A short distance further brought me to the place where the gang of slaves were employed. They were breaking the ground to plant cane. There were thirty-six of them ranged in a straight line with large heavy hoes, which they appeared to use with just as much moderation as they dared to. The driver, a stout, savage-looking negro, kept up his march back and forth in the rear, brandishing his long whip which he does not hesitate to apply whenever he

discovers the least delinquency. I could not refrain from imploring the intercession of heaven that the time might soon come when slavery with all of its cruelties and associated vices, might be removed, and universal liberty proclaimed throughout the world. It was specimens of suffering and cruelty similar to this, and many far exceeding this in heartless brutality, which first induced me to declare war against the whole system and structure of negro slavery.

I returned to our boat and went on board, and the next day we sailed for home. We made an attempt to go to the eastward of the island of Gaudaloupe and the other leeward island, but the wind proving unfavorable, we failed and had to run through a passage with which we were unacquainted, which caused us much anxiety. Our passage home was pleasant and successful, and after remaining a few hours at Kennebunk bar we sailed for Boston, where we safely arrived and discharged our freight, and in about two weeks returned to Kennebunk after an absence of more than three months.

CHAPTER XVI.

The vessel requiring some repairs and the prospects of foreign markets unfavorable, we remained at home till October, when I embarked for another voyage in the same vessel, with the same captain, and nearly the same crew of sailors, bound to Surinam. Our voyage out was lengthy and monotonous. Soon after sailing we encountered a severe gale in which the vessel labored heavily and caused her to leak some, which with light head wind prolonged our passage to forty-seven days. At last the agreeable sound of land-ho was heard from the look-out in the fore-top.

The land on this part of the west of South America is low and covered with a dense forest, and there is a perfect sameness in its appearance, but we are warned of the approach of land by the muddy appearance of the water which is of uniform depth of from three to four fathoms, fifteen miles from the land. Having obtained an observation at noon by which we judged ourselves to be one hundred and seventy miles to the eastward of Surinam river, we bore away running down the coast to the westward

by day, and laying off and on by night for the two following days, when we fell in with the brig Gossypium, Capt. Foster, who was a regular trader to Surinam, and well acquainted with the coast. We were now in sight of Bram's Point, which is the point of land on the eastern side of Surinam river. In the afternoon we took a pilot and soon after came to anchor in the mouth of the river.

This is a large navigable river some four miles wide at its mouth, diminishing in width from its entrance to about three-fourth of a mile at the city, which is eighteen miles from the sea.

On the morning subsequent to our arrival, the captain proceeded to the city in his boat and disposed of his cargo, and in the evening the boat returned with orders to bring the vessel up to the city, which furnished us with a hard night's work. The river runs easterly for the first ten or eleven miles (this distance we have to beat on short tacks), it afterwards turns short to the South and continues this course for about two miles above the city. We arrived safely the next day and soon after commenced discharging our cargo, consisting chiefly of pine lumber. This is a Dutch colony, lying in about six degrees of North latitude, the land which is adjacent to the sea is low and swampy but in the

interior is fertile and productive of all kinds of tropical vegitation. The length of time we were to remain was uncertain, as the cane harvest had not commenced, but it proved to be near three months.

The city, which is called Parimaribao, spreads over a large surface, is destitute of elegance and symetry and is inhabited by Dutch Catholics with quite a sprinkling of Jews, each observing the Sabbath in their own way, so that foreigners are favored with two Sabbaths each week, Sunday and Saturday.

The weather is exceedingly warm, more so by night than by day, as there is much less air moving, and insects and reptiles are numerous and troublesome. Among the latter is the moccasin snake, the largest of them being from nine to twelve feet long, their color is checkered brown and yellow, and they are a formidable and dangerous reptile. There is also a substance having life, very characteristically called the sloth, and I think it may be said of them, that they are the most filthy and disgusting in their appearance of the whole animal creation. They are about three feet long, of a brown color, have scarcely anything resembling legs, with large clumsy feet, and seem to be nearly destitute of bones and the power of motion. They are harmless from ne-

cessity, and feed on vegetables, move very slow and apparently with pain and much difficulty. Notwithstanding their extreme helplessness they climb trees and crawl out on the boughs and eat the foliage, and when they have devoured all they can reach, let go their hold and fall to the ground, where they lay for several hours apparently in a lifeless state.

The wilderness is inhabited by deer and wild hogs, which are taken by the Indians in large numbers. These Indians who inhabit the interior of the country are peaceable and harmless, they frequently come down the river in long light canoes dug out of the trunks of palm trees, and constructed with the most perfect neatness, and decorated with remarkable ingenuity, which they paddle with great dexterity. They paint the prow and some other parts red, which give them a frightful appearance. Their merchandise consists of tropical fruit of various kinds. Cotton yarn of their own manufacture, dyewood, indigo, monkeys. parrots, wild pigs and many other productions of the climate.

While laying here an American vessel arrived with an assorted cargo of merchandise. At the place where it was being landed, some gunpowder was found, which raised a suspicion that it had been

landed from this vessel, but on making search none was to be found among the cargo landed, nor on board the vessel.

The vessel and cargo was immediately seized by the Custom House authorities and a guard of soldiers placed on board, and the Captain threatened with capital punishment. The severity of the restriction of the colonist government on the article of powder is accounted for from the circumstance that the country in the vicinity of the city is, with some few exceptions, a dense forest, and is the hiding place of a large number of runaway slaves, called bush negroes, who are troublesome and dangerous, and severe restrictions are necessary to prevent them from obtaining fire arms and wherewith to use them. But as there was no positive evidence that the powder found was landed from this vessel, the proceedings of the custom house authorities were regarded as hasty and unjustifiable and soon raised a strong excitement among the American fleet lying in port.

The captain of this vessel made his escape into the country, but having been assured that no measures would be taken in reference to his life, after an absence of a few days, returned sick of a fever of which he died soon after. This added to the excitement and brought it to a pitch. A convention of

the American shipmasters in port was convened, at which it was determined to rescue the cargo from the custom house authorities by force, many of the inhabitants sympathizing with them.

Early in the night, the guard of soldiers on board having previously been drugged and put to sleep for the night, a boat from each of the American vessels in port manned by the mate and four men, commenced unshipping and landing this freight of merchandise. The captains were stationed on shore to receive and secure it, and before daylight the vessel's hold was empty and the cargo on shore. We were employed in painting and repairing our vessel, and as we brought out a quantity of empty molasses hogsheads with tierses headed up in them, one of our men was employed on shore with the cooper.

Our cargo came very slowly. It was brought down the river in punts capable of carrying from twenty to thirty hogsheads each. These punts were sheltered by a sharp roof timbered with split poles and tightly covered with palm leaves.

This city had been visited by a destructive fire about twelve months previous, in which it was said nine hundred buildings were destroyed and they were now slowly building it up, and it was surprising to witness the absence of ingenuity and convenience

for accomplishing this object. For nails, pegs made of the hard wood of the country were substituted, and the timber of the roof was made of split poles placed near together, and the outer covering which was something like shingling, was secured by driving pegs upward through the poles and afterwards inserting them in the shingles. The time finally arrived when our loading was completed and we were ready to embark for home.

We had been supplied with water by the merchant who purchased the cargo, but to obtain a supply for our passage home we had to ascend the river some ten miles and then turn into a smaller stream, called Parrot creek. I left the vessel on this service in the long boat with two men, in the latter part of the night. When near the entrance of the creek we had to proceed with much caution, as the jungle was so very dense it was difficult to find it. We however, after searching the shore of the river for a considerable distance, succeeded in finding the entrance of the creek and proceeded on it about six miles when we found pure, fresh water. We fastened our boat to an overhanging bough and filled our casks.

There was here a considerable flow and ebb of tide, notwithstanding we were more than thirty miles from the ocean. This creek, which at this place was

about ten yards wide, I found by sounding it to be twelve feet deep, and I was told that it was navigable for Indian canoes for three hundred miles. On our return we went on shore to an Indian settlement in the vicinity of a sugar plantation, and had the opportunity of observing some of their habits. They had quite an assortment of marketable commodities on their premises, among which were wild hogs, dried venison, monkeys, parrots, baskets, mats and ornaments worked with beads, and a large variety of fruit. While we were there an Indian came in from hunting with a deer on his back. They take their game with bow and arrow, with which they are remarkably expert, not being allowed to possess fire arms for the reason before stated in reference to the bush negroes. The males were lounging about the wigwams, some of them lying in their hammocks.

The females were seated on a green near the centre of the encampment, spinning cotton yarn. The way they performed this, and the exceeding neatness of their workmanship, was quite a curiosity. They had a small piece of iron-wood made in the shape of a cone, with a perpendicular hole through it, through which the thread ran. The cotton was roped and wound round the wrist. The cone was set in motion by a touch of the finger, and the thread twisted and

drawn out its proper size with care and moderation. The cone was then run up and by a curious hitch prevented from turning, and the process continued. Their baskets and other articles of manufactory were made in the most workmanlike manner and with perfect neatness.

CHAPTER XVII.

Our business now being completed here, we made ready to again commit ourselves to the ocean and to encounter the scenes and sufferings of that fickel and dangerous element. We left the Surinam river about the twenty-fifth of February intending to run to the eastward of the West India islands, but the wind proving unfavorable we failed to do so, and on the fourth day out made the island of St. Vincents, bearing southwesterly about five leagues. We stood on, and in the latter part of the following night saw the island of St. Lucia directly ahead. We were now convinced that we had a strong current setting to the westward, which is a common occurrence in these latitudes.

We wore ship and stood to the southward till daylight, when we bore away and ran down between the above named islands and stood on northward. The following day the weather became thick and stormy. We still kept on our course under short sail and finally succeeded in finding our way through Tamburo passage in the midst of very tempestuous weather,

and pursued our course homeward. Subsequently we were seriously alarmed by discovering that the sheathing was coming off of the vessel's bottom, several pieces of which were seen floating on the surface in the wake of the vessel.

We did not encounter any serious impediment till we had attained the latitude of thirty-three degrees north when we took a heavy gale from the north and the brig began to leak so as to require one pump going one half of the time to keep her free. Subsequently we had a succession of gales from different points for the following ten days, during which we had our small boat stove, split our fore-top-sail and main-top-gallant sail, and received other damages. On the twenty-first and twenty-second days of March, while lying to in a very severe gale, the leak began to increase and continued to do so till it required both pumps with two men at each to be striking constantly, which would scarcely keep her free. On going into the hold it was found that the leak was in the star-board bow and was occasioned by the plank starting from the stem.

We tried various means to stop it, but they were all unavailable. As the upper part of the leak was not far below the surface of the water it was thought advisable to lighten the vessel forward. To accom-

plish this, we stove in the heads of twenty-one hogsheads of molasses. But this, instead of affording us relief, added to our calamity by mixing with the water and increasing the labor at the pumps, and also by causing our pump gear to get out of order, which we had to repair, and at one time we, in consequence of this detention, had two feet of water in the hold.

The gale still continuing through the twenty-third day and night, the sea frequently breaking over us and nearly burying the hull of the vessel in water, and the weather severely cold, especially so to us who had spent the winter in a warm climate and were just emerging from it. Our men were becoming exhausted by the severity of their labor and want of sleep, and being constantly drenched with water and no appearance of relief from any quarter, our condition was fast becoming exceedingly alarming. I went into the hold about the middle of the night of the twenty-third, when by the help of a lantern, I could see the water rushing in as the vessel rolled to starboard, and when she rolled to port it would shut and be nearly tight, and while there, came to the conclusion that without immediate relief our case was hopeless, and that in all probability in a few hours at most, we should make our graves in the ocean.

On the morning of the twenty-fourth the gale

abated and the wind veered to the south, the leak continuing and increasing, and as it would be impossible to keep the vessel above water through another night. We called a council of all hands to deliberate on our condition, and to devise, if possible, some means of escape from our impending danger. The sea was still rough and boisterous, although the wind had considerably abated. It was believed to be impossible at this time to get out the long boat or to live in it any length of time, and our only hope was in keeping the vessel from sinking. We kept both pumps going double manned until past noon.

Our latitude by observation on this day was 39° and 20′ north, but as we had been drifting about in storms and gales without having seen the sun for many days previous, our longitude was imperfect and not to be relied on. The wind continuing to abate, and the sea less boisterous and the leak still increasing, with two feet of water in the hold, with both pumps constantly striking, we came to the conclusion that our only possible means of escape was to leave the vessel in our long boat. Accordingly, about two o'clock in the afternoon of the twenty-fourth day of March we left the pumps and with all possible dispatch commenced this desperate and on-

ly resort now to be seen, to escape from immediate death.

While the preparations were proceeding I was directed by the Captain to shape a course to the nearest land according to the latitude and longitude we were in by our journal. This land I found to be Nantucket island, bearing northwest by north one hundred and twenty-six miles distance, but we were in fact some sixty miles further west. Having launched our long boat we threw into it some of our best clothing, a compass, a quadrant, a keg of water, a bag of bread and several pieces of raw beef, and took our departure in a most forlorn and alarming condition, hoping almost against any ground of hope, that some way of escape from immediate death might be afforded us.

We were destitute of a sail and rudder, and with eight men and what else we had on board, were half loaded. We left the vessel at four in the afternoon and steered northwest by north as near as we could, until near sunset; but the wind being nearly against us our progress was very slow, and the approach of a dark, cold night in a frail, open boat at such an inclement season of the year, was a perilous condition more easily expressed than realized. Just as the sun

was going down we saw a sail, and the weather being now clear we soon discovered she was coming towards us with a fair wind. We lay by, carefully watching her course as long as we could see her, and about eight o'clock in the evening she came so near that with much shouting we made them hear us and were soon taken on board.

At this time our sinking vessel was but a short distance from us and to leeward. We ran down to her and found her nearly full of water, and the sea washing over the deck. We sprang on board and soon loaded our long boat with the most valuable articles we could reach and returned to the vessel which had rescued us. There being no place where our boat could be stowed, after discharging she was let go adrift.

This vessel which had taken us up was the brig Nile, of Boston, Captain Hutchins, two days out, bound to Havana. Captain Hutchins was very much gratified with the opportunity of relieving us from our perilous condition and treated us with marked kindness and attention, but such was the extreme agitation of my mind in reviewing the perils and sufferings of the past period, the providential means of escape from being buried in the ocean, and the revived hope of once more seeing my home and kin-

dred. Although I had been on deck day and night for four successive days without any opportunity for quiet rest, and my clothes had been constantly drenched with water from the commencement of the gale in which our vessel had foundered, I did not feel disposed to go below or take rest till after the watch was called at twelve o'clock at-night.

Soon after I went below and fell asleep, and knew no more till I was called the next morning at eight. My agitation, and I think I can say my gratitude, was increased by the circumstance that soon after we were rescued the wind shifted to northeast and came on to blow a fresh gale, with rain, and the sea became so rough by ten o'clock that an open boat like ours could not possibly have lived in it. And I happen to know by experience that the sudden transition from impending danger and the immediate prospect of premature death to a state of safety produces emotions which language is to feeble to explain. The following day the weather continued thick and stormy, the fresh gale of the past night having considerably abated. At one o'clock in the afternoon we descried a sail nearly ahead and soon after came within speaking distauce. This vessel proved to be the brig Planter, Captain Lapham, from Matanzes, bound to Boston.

Captain Hutchins informed him that he had the crew of a foundered vessel on board who were bound homeward and would like to take passage with him to Boston. To this proposal Captain Lapham objected, pleading the want of provisions. This objection Captain Hutchins removed by informing him that he would furnish him with a supply sufficient for our consumption, which was done.

The weather was still stormy and the sea rough and irregular. We succeeded however with some risk in changing vessels and again proceeded homeward with a fair wind. This was on Monday, the twenty-fifth day of March. The weather continued stormy and unfavorable, but the wind remained fair until we arrived in Boston, which was on the following Thursday, March twenty-eighth.

Thus in the brief period of eight days I had passed through scenes of danger and suffering and deliverance rarely to be found in the annals of seafaring life. I had lost all of my earnings, nearly all of my clothing and other property to the amount of seventy-five dollars which I had on board the vessel when she sunk, beside some severe bruises on my person. Shortly after our arrival in Boston, I took passage for home, and on relating my misfortune and escape to some gentlemen in the stage-coach, I was furnish-

ed by them with more than sufficient means to defray my expenses, and not until I had reached home and had some quiet rest did I fully discover the worn down and debilitated condition to which my hardships and privations had reduced me. Notwithstanding my losses, which I was but poorly able to bear, I could with gratitude to God review the almost miraculous intervention of His providence in carrying me safely through such a complicated scenery of suffering and danger as I had recently experienced.

I remained at home until the following October, when I was again induced to venture on the fickle ocean. Although misfortune, disappointment and hardships had followed hard after me thus far through my marine life, I still entertained a hope that I might be more successful. But I was again doomed to disappointment as the sequel of my next attempt will fully show. I was still a target at which the shafts of misfortune hurled their crushing missiles with unrelenting severity.

CHAPTER XVIII.

In the month of October I took charge of the schooner Friendship for a West India voyage. This was a new vessel and fully equipped for the service, and with flattering prospects I commenced the voyage, bound to the island of St. Vincents, and after a short and pleasant passage arrived at my port of destination.

I was restricted by my orders from the owners of the vessel not to dispose of the cargo unless I could obtain one hundred gallons of molasses for one thousand feet of lumber. My cargo consisted in part of large hewn timber, and this materially injured the sale of it, and prevented me from fulfilling my orders at this island. From here I sailed for Grenada, where the same cause prevented me from finding a market, and from thence I left for Trinidad where I was still unable to effect a sale. Proceeding northward I touched at Portrayall in the island of Martinico. Here also I failed to find a satisfactory sale.

From this port I proceeded to Bastarre in the island of Gaudaloupe, where the same disappoint-

ment awaited me. I next touched at Nevis, but could not here dispose of my freight without trusting it in hands of doubtful solvency. From here I sailed for St. Thomas. At this place there was no demand for a cargo like mine. I attempted to reach Porti Rico which was the last island where molasses was to be found, excepting Cuba, but in this I failed in consequence of a fresh blow and thick, stormy weather which drove me by it, when I ran for Aquin in the island of St. Domingo and here as elsewhere I found a dull market and no sale from here. I ran down the coast to Auxcayes, where an offer was made which I was inclined to accept, but was prevented from doing so by the great length of time I should have to wait for payment.

I had now abandoned all hope of being able to comply with the orders given me and came to the conclusion to make sale at some of the ports of this island. For this purpose I left Auxcayes for Jaromer where I soon after arrived, and received a better offer than any I had received before but still concluded to try further and left for Marygoane. This is a place of considerable business though small and dirty and very sickly, having in the rear of the town several fresh water ponds, and surrounded by lofty mountains on the land side which breaks off the

trade wind and makes it extremely warm. Being unable to effect a sale here I left for Port-au-Prince, where I safely arrived.

This is a town of respectable size having a good harbor, and is at the eastern extremity of the bight of Leogane. Here I found a large number of American vessels with cargoes like mine, who were making losing sails in an overstocked market. After remaining here two days I sailed for St. Marks, and about the same time the cook was taken unwell, but as he was able to be about and did not appear to be in danger, nothing serious was apprehended. I arrived at St. Marks the next day and went on shore, and did not return until near night and without being successful. When I returned on board I learned that the cook had died at three o'clock in the afternoon. We buried him in the ocean the same evening.

After making an attempt to beat up to Port aupee which was found impracticable, I returned to Jaromer where I sold the cargo to a colored gentleman whose name was Munda Dubois, after spending twenty-eight days in search of a market. This is a small, shabby town on the northwest side of the island, and near southwest end. The harbor is partially protected by a reef, it is exposed to a swell from the westward and is an unsafe roadstead. Having to

wait for payment forty days after discharging my cargo, I ran up the coast to the eastward about forty miles to a safe harbor called Corail, where I remained until my lay-days were nearly expired, whither I returned and commenced taking in my homeward freight of coffee. A large portion of the coffee grown on this part of the country is of the kind called mountain coffee, and grows spontaneously, is of good quality but being harvested by individuals who have not the necessary means to cleanse it, it is liable to be broken and mixed with gravel.

These people who are nearly all more or less colored, are exceedingly moderate in transacting their business. They rise late in the morning and spend a considerable time over their lunch and strong coffee, attend to business until dinner time which is about four o'clock in the afternoon, and occupies the remainder of the day.

In one week I had taken my cargo on board, a part of which was on freight, and sailed for home. We had light head winds in the bight of Leogane, and did not pass Cape Nicholas mole till the end of the fourth day, when we took a very strong breeze from the eastward which brought us under short sail. We stood on our course until two o'clock in the morning, when it being very dark and cloudy we hove to

to wait for daylight, and shortly before that time we discovered land at a very short distance when we attempted to tack ship, but being under short sail and the sea rough, the vessel failed to go in stays, and fell off before the wind, and in the act of wearing round, struck on a reef of rocks which she soon beat over when we let go an anchor, but in swinging to the anchor struck again and became fast.

After pounding heavily for an hour or more the rudder became unhung, the bottom bilged and broken up, and the hold full of water. The sea was breaking heavily on the reef and over the vessels deck, and our condition was extremely perilous. With some difficulty we lowered our stern-boat, and hauled it alongside for the purpose of attempting to reach the land, which was about one fourth of a mile distant, and though the boat took in a large amount of water while crossing the reef, we soon landed safely on the beach. The place where we were shipwrecked was on the south side of Castle island, which is the southernmost of a group of small barren islands called Aklino Cayeo. We were now on a desolate island, which produced neither food nor fresh water, and destitute of clothing except what we had on, and no visible appearance of relief. But as a way of escape had always been provided for me

through all my previous disasters, so it happened at this time.

Early in the morning a small sloop was discovered bearing down for the island, and after running near the wreck and learning its condition, sailed round to the north side and anchored in a smooth cove. This craft proved to be the sloop Whim, a New Providence wrecker, with a crew of one white man and three negroes. They immediately came on shore in a very jolly mood, and proceeded to examine the condition of the wreck which we found to be nearly full of water, and the bottom much broken up. I had no remedy but to abandon the vessel and freight to the wreckers, which with much reluctance I consented to do. In the afternoon of this day the wind abated, and the sea became more smooth, and the wreckers commenced their operations by taking out the coffee which was in bags, and landing it on the island. After having landed the freight on the beach, they unbent the sails and spread them on the sand, and spread the coffee on them to dry. They then proceeded to strip the wreck of everything valuable, which on account of rough unsteady weather, occupied the three following days. This island is low and sandy, the higher parts of it being thickly covered with brab and sea grass, and inhabited only

by sea fowl, turtle and various kinds of reptiles, among which are the guanoe, a most repulsive and singularly appearing animal from ten to eighteen inches long, of a dull brown color, with something like a fin extending nearly the whole length of the back, resembling the teeth of a saw, and are of the lizard species. They live in holes which they make in the sand, into which when alarmed they rapidly disappear.

I had taken up my residence on board the wrecker, where I was comfortably entertained, though their mode of living was to me somewhat novel. Their diet is fish, which they take on their cruise, and turtle and the eggs of sea fowl, which they gather in abundance on the Bahama Cayos. These wreckers are generally considered a desperate set of characters, and probably many of them are so ; but these were an exception. The Captain was the only white man on board, was an American and spent several years of his youth in the State of Massachusetts. We were treated with kindness and hospitality, and all was done that was necessary to supply our wants and alleviate our misfortune.

Having recovered all from the wreck that could be obtained, the next undertaking was to gather up the coffee in bags and barrels, and to transport it to the

north side of the island where the sloop lay, and boat it off. This was a laborious service, the distance across the island was a strong half mile and the trailing through a loose, dry sand, and notwithstanding my deplorable condition, I could but have some sympathy for the poor negroes who had this fatiguing work to do which employed them nearly three days. When all was safely on board and the little sloop loaded quite deep, they weighed anchor and made sail for Nassau. The weather was now pleasant and the wind favorable, and the scenery as we ran through the numerous group of islands of various dimensions, to one whose mind had been at ease, interesting and romantic ; but to me it was otherwise, I could think of nothing but my misfortune.

CHAPTER XIX.

On this passage we ran near to the island of San Salvador now called Cat island, and which was the land first discovered by Christopher Columbus in the year 1492. We soon after found ourselves among a multitude of very small islands called the Ship Channel Cayos, and it was amusing to witness the dexterity with which the wreckers wended their way through them. One old negro seemed perfectly at home here, and acted as pilot and conducted us safely through. We were now entering on the eastern side of the great Bahama bank, on which we ran a long distance where the bottom was plainly to be seen, which was of a cream color intersected with black spots, which I observed the wreckers were careful to avoid, and on the third day after leaving the locality of our disaster we arrived at Nassau on the island of New Providence.

This is the place where nearly all of the property recovered from shipwrecked vessels are transported for final adjudication. The island is about seven miles long and from four to five miles wide, and for

the most part rocky and barren. It has a large commodious harbor, and a small and pleasant town. Many of the inhabitants obtain a livelihood by cruising among the Bahama islands in search of wrecked vessels, and a large number in catching turtle, which form a large portion of their subsistance. These turtle are taken on the small uninhabited Cayos, and brought here and put in turtle crawls which are made of logs fayed closely together, and are built by the seaside where the tide ebbs and flows through them.

The turtle are fed on prickly pears and cucumbers, and other vegetable food, and grows to weigh from one hundred and fifty to two hundred pounds, and when wanted for use are hooked and taken up through a scuttle and butchered, and when properly prepared make a very savory dish.

There is also another class who obtain a precarious subsistance by conk diving, which is a life-destroying business. These conks are a shell fish and are taken by diving to the bottom; on the reefs they contain a hard grizly substance but when cooked are palatable and nutritious. There is also something done at pot fishing, by which small fish are taken by sinking nets to the bottom. On arriving here I immediately applied to the American Consul who undertook the supervision and adjustment of my bus-

iness, and treated me with kindness and attention. The coffee which had been wet with salt water and but partly dried previous to being taken on board of the wrecker, was taken on shore and thoroughly dried and the other saving from the wreck landed and stored, and we were all provided with comfortable quarters. A few days after, the wreck with all which had been saved from it was advertised for sale at public auction at a given time, and was sold at low prices to different purchasers.

Shortly after I was summoned before the Chamber of Commerce to give testimony to the circumstances connected with the shipwreck, the condition of the wreck when taken possession of by the wreckers, and the treatment received from them, and the whole history to the time of my arrival at Nassau, and the following day the Chambers made report to the Consul awarding the wreckers a salvage of sixty per cent. on the net amount of sales and the balance of nearly nine hundred dollars was paid to me all in six and quarter cent pieces.

My next object of pursuit was to find a passage for myself and crew to America, in which I succeeded after a short time. I took passage with one of my men on board of the schooner William Henry, Captain Fortiscue, for Philadelphia, on board of which

was the owner and two other gentlemen passengers. This vessel was deeply laden with old iron and copper gathered from the castaway vessels among the Bahama islands, and after a tempestuous voyage of twenty-two days we took a pilot off Cape Henlopen, and by this pilot boat I was furnished with the first opportunity of writing to my owners and my family since my disaster.

We anchored that night in Lewes' roads and the following day sailed up the Delaware bay about sixty miles to Port Penn, where we had to remain through a severe snow storm. This place derives it name from being the place where William Penn first landed with his colony of Quakers, in the year 1682. After which we beat up to Philadelphia. As soon as my baggage was entered at the Custom House I began to search for a passage homeward, but as this was before the time of steamboats and railroads, it was not easily found in the cold season of the year. But after waiting a while I took passage on the early part of March in the schooner Eliza Jane, Captain Horton for Boston. We had a pleasant run down the bay. Stopping at Wilmington to take on board three hundred kegs of powder we proceeded on our way.

In the town part of the bay we ran on a sand bank where we lay about one half hour and passed Cape

May late in the afternoon. The weather continued fair and the wind favorable until we had passed the east end of Long Island, when it became cloudy and began to blow fresh from the eastward, with rain, and soon after increased to a severe gale. Being in want of sea room we were compelled to carry a press of sail and in doing so split our jib and sustained some other damage, and were three days in Block Island channel in thick, stormy weather, when it partially cleared away and we found our way into Holmes' Hole. This is a safe harbor on the northwest side of the island of Martha's Vineyard, where we lay five days through a strong, northerly gale.

When the wind became favorable we left this place for Boston where we soon after arrived, having been sixteen days on our passage from Philadelphia, and from whence I embarked for home, where I safely arrived, having been absent more than five months. I had lost all my earnings for two successive voyages and had passed through scenes of anxiety, perplexity, danger, and suffering till my health was seriously impaired and I was nearly discouraged. I could only look upon myself as a peculiar object of misfortune, for such in fact I had been, and I had now, as it afterwards proved, reached the turning point in my fortune.

CHAPTER XX.

On arriving home I found sympathy and encouragement. I remained at home about nine months when I was provided with another vessel by the same owners, in which I commenced a voyage the following January, bound to the island of Nevis, with a cargo of lumber and also to collect a debt which had previously been contracted there. I had a pleasant run of eighteen days, found a fair market, collected the old debt, and with the effects of my cargo returned home in seventeen days, having been absent nine weeks without any occurance worthy of notice.

I soon after commenced a second voyage, which was some longer, in the same vessel, and was equally successful. After consulting the market at several of the windward islands arrived at the island of St. Christophers after being at sea twenty-four days.

This island is mountainous and has a rugged appearance; it is nevertheless fertile in the production of sugar cane and various other kinds of tropical fruit. It is distinguished by a very steep mountain

of singular form on the westerly side called Mount Misery, the summit of which is the greater part of the time concealed by clouds. There is not any good harbor at this island, and the bay and roadstead before which the town lies, is open and unsafe. Having discharged my cargo, consisting chiefly of pine lumber, and shiped my returned freight of molasses, I proceeded homeward, where I safely arrived after a voyage of twenty-one days. In about one month after, I embarked in the same vessel for another West India voyage were I safely arrived after a short and pleasant passage. After trying the market at St Vincents, Martineco and Dominico, I came to Nevis where I disposed of my cargo on conditions of being supplied with a sufficient amount of specie to purchase a freight of salt, and leaving the remainder until the following March. In one week I was again ready for sea. Leaving Nevis I beat up to Anguilla in about three days. This is a low small island, having a capacious and convenient salt pond contiguous to the sea shore and roadstead, and a delightfull landscape in the interior called the valley of Anguilla, which is productive of sweet potatoes, gums, plantain and bananas in abundance, with an erea of five thousund acres land, smooth throughout, over which I had to travel to obtain a permit

from the Governor of the island to take in my cargo.

There is nothing here which can be distinguished as a town, though there are many respectable residences. The salt pond is seperated from the ocean only by a ridge of sand and gravel about eight rods wide. The process by which the salt accumulates is similar to that of the Bahamas, and the manner of harvesting the same, excepting that this pond is the public property of the inhabitants of the island. Commissioners are placed in authority, whose duty it is to ascertain the proper time to commence harvesting, which is some time in the month of September, when a signal is hoisted which can be seen in all parts of the island. At the display of this signal the islanders rush into the pond with their boats, wading beside them and gathering the salt from the bottom of the pond and landing it on the ridge which seperates the pond from the sea. After the salt is all on shore, the smaller owners usually sell what they have gathered to the larger proprietors and the whole stock becomes the property of a small number.

The next proceeding is to place it in cone like stacks where it remains without cover and after a rain it becomes smooth and impervious. In front

of this pond is a smooth bay with good anchorage near the shore. The salt is delivered on board in Moses boats, or boats with a bow at both ends.

Here in the space of three days I loaded with salt at thirty cents per barrel and took my departure for home, and as fortune seemed ruling in my favor, I began to feel somewhat encouraged. The former part of my homeward passage was brief and pleasant, but on approaching the coast the weather became stormy and tempestuons. When within two days sail of the coast I took a heavy blow from the southward with abundance of rain, and being deeply laden our condition was perilous. This blow was immediately followed by a gale equally severe from the northward, which after blowing heavily for three days, subsided into a calm; this was soon followed by strong southerly wind and violent rain. I continued to approach the coast cautiously as wind and weather permited, when I spoke an outward bound vessel from whom I learned nearly the bearing and distance of Boston. With this inteligence I shaped my course for Cape Ann, when suddenly the wind changed to about northeast and commenced blowing heavily with rain which soon threw up a rough and dangerous sea. It was now eight o'clock in the evening and very dark, and fearing to proceed to-

ward the land I wore round to the southward. At this time, one of my sailors, a sharp sighted Frenchman, discovered a light; all eyes were turned in the direction which he pointed out as the bearing of the light but no one else could see it, but he constantly affirmed that he could. We tacked ship again and stood in for the land and very soon the light became plainly visible, and on a nearer approach a second light appeared near the first, which was sufficient evidence that we were in the vicinity of Thatcher's Island.

It was now extremely dark, the wind blowing fresh from the eastward and the rain falling in torrents and my safest remedy appeared to be to run for Salem harbor. This was the night of the twenty-eighth of November, the weather was cold and the storm furious and being drenched with water we suffered much cold as well as anxiety. We however discovered Salem lights and entered the harbor about midnight and let go our anchor after a hard voyage of twenty-eight days, thankful for our escape from impending danger. The storm still continued and we lay in this harbor eight days with strong gales from the North and East, when the weather becoming favorable we left and the next day arrived at our port of destination.

CHAPTER XXI.

The vessel in which I had performed my last three voyages having been disposed of by her owners to other parties, I remained at home until the following February, when they procured another in which I sailed for the West Indies for the purpose of collecting the balance of the sales of the cargo which I had left at Nevis the previous voyage. My passage out was short and prosperous, I arrived at Nevis early in the month of March where I found a fair market, with the prospect of having to remain there some thirty days to collect the present and former cargoes.

On my first landing, as I was passing through the street, I met a police officer with whom I was acquainted, who was leading a slave in irons, by a chain fastened around his body, which he informed me he had just taken from jail, and on whom pursuant to sentance he had inflicted eighteen lashes, holding at the same time in his hand the bloody lash with which he had performed this castigation. The slaves crime he informed me was stricking a white

man. I inquired if the man who was struck was any whiter than the one who struck. He very frankly replied that he was not.

This slave was one of a class called bay negroes, who hire their time of ther masters and earn whatever they can among the shiping by landing and taking off merchandise. He was a human phenominon, a large powerfull man perfectly white throughout, the wool on his head whiter than his skin, with light blue eyes and negro features and appearances, born it was said of black parents, and no appearance of a mixture of African and Saxon origin, and undoubtedly a negro in every respect exceping the color of his skin.

While I was lying at this island an occurrence took place which seems worthy of a passing notice. There are many slaves who, like the one just mentioned, hire their time of their masters; and they sometimes succeeded in gathering a sum sufficient to purchase their freedom. There was one of this kind, a house carpenter, who had lain by an amount nearly sufficient for this purpose. There had previously, several slaves supposed to be worth property, disappeared from the island in a manner entirely unaccountable. There were two free mulatto men in the town, who owned a small sloop which they employed in carry-

ing freight and passengers to and from the neighboring islands. These two men it appears seduced this carpenter slave to embark with his money and effects on board of their vessel, with the promise of being safely landed on the island of St. Domingo, among the free negroes.

After proceeding, as near as he could judge, about twelve miles from land, they threw him into the sea and left him in the early part of the night. As soon as they were out of sight, being a powerful man and a good swimmer, he struck out for the land, and the next day at about 11 o'clock in the forenoon, a negro who was about one mile from land in his boat, looking after his fish-pots, discovered him, took him up and brought him on shore.

The mulattos were now absent and it was not known where they were. The affair was kept quiet and officers were dispatched to the neighboring islands in pursuit, and the second day after the negro made his escape, a vessel returned from St. Bartholomew's bringing them prisoners. They were lodged in jail, heavily ironed and chained to the floor. In due time they were tried and condemned to be executed.

While here I had occasion to take a journey into the interior of the island to inspect some sugar which

I proposed to purchase, and here for the first and last time I met a person who was afflicted with leprosy. He was a son of the man with whom I was dealing and about twenty-five years old. He did not appear to suffer severely, was able to converse and walk about the plantation. His condition was truly pitiable. He very much resembled a corpse, excepting in spots he was much whiter.

Having finished my business here I returned home in the month of May, 1823, after a short and pleasant passage. After remaining at home about one month I embarked on a voyage in the same vessel for the West Indies and while crossing the Gulf stream in a severe northwest gale, shipped a heavy sea which stove the stearn boat, started the binacle, with some other damages, after which we had a pleasant passage, and arrived at St. Vincent's in twenty-five days. Not finding a satisfactory market there, I proceeded to Grenada and from thence to St. Lucia, where I disposed of my cargo to receive in payment one hundred gallons of molasses for one thousand feet of lumber, clear of all port-charges, and to have immediate dispatch.

The principal town of this island, which lies on a level plain at the base of a high range of mountains is called Castrus, at the southwest of which is a

mountain on which is a strong fort, and southeasterly of this is a higher mountain on which the English Abercrombie erected his fortifications when he took the island from the French. The West India fever which frequently prevails here was very severe at his time, and many from the shipping were dying with this disease. While we were here we encountered a West India hurricane. Observing its approach, we weighed anchor and warped into a smooth cove, where we were sheltered from its fury and where we had a fair opportunity to observe its operations.

These furious gales which commonly occur between the middle of July and the middle of September, though sometimes earlier and sometimes later, blow with violent gusts and sudden shifts of wind to points nearly opposite, with abundance of rain and lightning and very little thunder. Scientific navigators account for them from a phenomena which appears consistent and plausible, and is probably correct. The current of air being constantly driven towards the Equator by the trade wind, becomes highly rarified by the extreme heat of the Torrid zone, ascends, trenching off northward, seeking a cooler atmosphere, thus causing a constant revolution of an upper and under current of air. But dur-

ing the warm season of the year in higher latitudes this rarified air failing to find a cooler atmosphere, becomes deranged, and descends to the surface in frightful gusts and whirlwinds, which drive the shipping in the open bays of these islands either on shore or to sea, and frequently lay waste large portions of the country.

CHAPTER XXII.

Having taken in my homeward cargo I sailed, and after a brief and pleasant passage found myself in the land of my nativity. The vessel in which I had made my last two voyages having been disposed of to other parties, I accepted the charge of one partly owned in New York, and proceeded thither in December, 1823. This vessel now under my care was taken up on charter for a port in St. Domingo and was laden with an assorted cargo for that market, and on the fourth of January, 1824, I sailed from New York, having on board the owner of the freight, his servant and one other passenger.

I had a good run off the coast but contrary wind and unfavorable weather prolonged my passage to thirty days. On my arrival at port, after having reported at the Custom House, I was conducted by a Custom House waiter to the residence of the Consegnu, and his appearance somewhat amused me. He was a large, round-shouldered and very black man, careless in dress and appearance, with very

sore eyes, and had his wool cued up behind, resembling a kitten's tail.

The harbor of the town which lies at the bottom of a bay some two miles deep, though smooth and tolerably safe, is nevertheless frequently very rough in the latter part of the night in consequence of the heaving in of a swell from the eastward, which often drives vessels from their moorings and exposes them to serious damage. A case of this kind occurred while I was laying here. A large northern schooner was laying directly ahead of us. This vessel parted her bow cable about two o'clock in the morning, and swinging round to her stearn anchor, fell directly athwart our bow, driving our bowsprit through her quarter boards and binacle, and laying in the trough of the sea, which was now rolling in very heavily. The pressure of this started our bow anchor and we together drifted down on two native schooners, driving them from their mooring.

Falling astern, we became disentangled from the American schooner, which soon after drifted on a reef, while we and the two native vessels brought up very near the beach, where we lay until morning. In this disaster we all sustained more or less damage. A few days after a vessel arrived having

on board four men whom they had rescued from a Rhode Island sloop which they had fell in with, loaded with corn and full of water. They had been blown off the coast in a severe northwest gale, on their passage from New York to Boston, had undergone extreme suffering and were badly frost-bitten. We divided them, four of us taking each one man. One of them died, and the other three were brought home.

The accommodations for landing and taking off merchandise at this port are very limited and inconvenient. An apology for a wharf is built, to where a loaded boat can come, at the extreme end of which is a crane for hoisting merchandise, and where an armed soldier is stationed to preserve order, the merchandise being transported by laborers. One of my men while descending from this crane where he had been to adjust the tackle was slightly and accidentally wounded by the point of the bayonet in the hands of the sentinel on duty. It caused him very little trouble till we had been at sea four or five days, which was ten days after the accident took place, when he became very nervous, and exhibited symptoms of lock-jaw.

We were lacking both in skill and materials, to counteract these symptoms, and on the second day

after their first appearance he appeared to settle into a confirmed lock-jaw. We had succeeded in drawing a small amount of blood from his arm, but he being stiff and helpless in every part, we considered him beyond relief, and no better than a dead man. In this condition he remained some three days when he began to revive and finally entirely recovered.

Among these people the Sabbath is devoted to a military review. A little before sunrise on that morning a gun is fired from the Fort, when a band of martial music strikes up and the whole military force gathers on the parade and commence drilling and marching and counter-marching. Their discipline is exacting and severe and the slightest failure is severely punished. I happened to be here in time of Lent, which these people, being Roman Catholics, regard with much superstitious ceremony. They commenced their observance by a masquerade, which continued the same length of time that the prophet Jonah was in the fish's belly, three days and three nights, during which the streets were constantly paraded with a grotesque assemblage so disguised in mask and dress as to defy recognition. One individual assumed the representation of his Satanic majesty, in which we think he must have been very nearly successful. He was mounted on a small ass in black

mask, his robe stuck with feathers of every size and color. A long trumpet under his arm, with which he at intervals sent forth a hideous roar, and also with a huge pair of claws affixed to his hands. A monstrous pair of bullock's horns attached to his head and his cloven foot hanging near the ground.

While these things were going on, business was at a stand still, and rioting and drunkenness reigned supreme.

While laying here at this town I had the opportunity of witnessing the funeral ceremonies of a Roman Catholic priest. The body was seated in an arm chair in front of the altar in an inclined position, the legs and feet extended on an ottoman in the same inclination, and a large book open before the face. The church in which the body was deposited was draped in black throughout. In this position the corpse remained two days, when it was removed and interred in a vault on the left side of the altar.

After having lain in this port thirty days and having taken in a full freight of coffee, I left for New York. I had light flattering winds till I arrived off the mole of St. Nicholas, when I took a fresh trade wind which drove me rapidly through the passage, and in nine days after leaving sight of Crooked island made the land of Carnagut on the coast of New Jersey, and soon

after took a pilot and anchored off Staten island, and the next day, which was the twelfth of March, 1824, went up to the City. The cargo was soon after landed in good order, and the vessel advertised for freight or charter, and I was requested to remain by until an opportunity offered to undertake another voyage. Business was very dull at this time, and though several offers for a freight were received, they were too low to justify an acceptance, and after remaining in New York over two months nearly idle, I requested my discharge and returned home.

CHAPTER XXIII.

I was soon after called upon by the men in whose employ I had formerly sailed, to take charge of a vessel bound to Aquin in St. Domingo, loaded with lumber and provisions, and also for the purpose of collecting a debt which had been contracted there. I had a long weary passage, and on my arrival found the port closed to foreign commerce by order of the Haytien government, and the old debt worthless, the debtor having failed for a large amount.

From Aquin I proceeded to Auxcayes, where I found a fair market, and sold my cargo for cash or national currency. The current money of this island is made of a spurious metal and is coined in pieces of from six to twenty-five cents value. It is prohibited by severe penalties from being imported, which amounts to a prohibition of its being exported; hence I was compelled to seek some means of exchange. I bought a small lot of coffee and all the hides I could find, and by paying a small premium I exchanged the remainder for Columbian doubloons. Here is a safe harbor, sheltered by a long reef inside

of which is a safe and convenient roadstead. It was at this place (Auxcayes) where during the St. Domingo insurrection which occurred in the early part of the nineteenth century, that one of the most appalling tragedies was committed in that eventful period. The blacks had gained possession of the fort and town, and had made an indiscriminate slaughter of the white inhabitants. There were four American vessels laying in the harbor, and on board of these vessels about six hundred of the white inhabitants of the town had made their escape, chiefly women and children.

The captain of one of these vessels on board of which the fugitives had fled, in compassion for these distressed women and children, ventured on shore and solicited the commander of the black forces to spare their lives, pledging his word and honor to take them from the country. The black officer gave encouragement but refused to commit himself, alleging his inability to restrain his soldiers. The massacre had been proceeding furiously through the day in the town, and had been thorough and indiscriminate, and as night was approaching boats were seen coming from the shore filled with armed soldiers. The four American vessels laying in the harbor were immediately boarded by bands of blood-thirsty soldiers,

and the work of cruelty and revenge was begun upon these inoffensive French women and children, and of the six hundred who had fled for safety on board of these four neutral vessels, two females who were falsely claimed as wives of the amorous captains, and a small boy who was hidden in a barrel of ocum, were the only ones who escaped in this scene of carnage.

My business being closed here I sailed for home. I had light flattering weather through the bight of Leogane, and in passing through the Bahama island and near two small sandy islands called the Hogsties, and during a dead calm, a shark of the capacious kind was seen swimming lazily under the stern of the vessel. Means for capturing this voracious monster were soon in readiness, and in a very short time he was fast in a bow-line and by the force of three strong men was drawn up on the tafferal rail. The mate who was an experienced whaleman, drew a sheathe knife and made an attempt to bleed him. The shark which was about five feet in length, was laying nearly across the tafferal rail still fast in the bow-line and head outward, and when the knife penetrated the lower side of the forward fin, the shark threw up his head and by a sudden movement of his whole body turned his head inward, and at the same

time seized the mate's knee with his mouth, when they both fell on the deck, the shark's hold was broken, and the mate rescued from further danger.

The man had on a pair of thin canvass pants which did not afford much protection, and we found on examination eleven cuts of the shark's teeth across the knee, each one penetrating to the palm-bone, and about one-half inch apart. We took the wounded man below and gave up the quarter deck to the shark. Fortunately it was still calm, and was not necessary for any one to be at the helm. The wound bled profusely, and the man fainted. We had neither the means nor the skill to dress and take care of a wound like this, but we put in requisition what force was within our reach by covering the wound with leaves of tobacco and sugar, and saturating it freely with rum. It was very painful for several hours, after which it became comparatively easy and remained so, although from the extreme heat of the weather and close confinement, and the absence of comfortable appliances, he suffered considerably as did also the vessel, for want of his company on deck.

We took a fresh breeze of wind that night, and soon got clear of the Bahamas, and shaped our course for home. We had light easterly winds with much rain, and having our best man confined and a considera-

ble time required to take care of him, and dress his wounds, all of which made our passage a very tedious one, and after arriving near the coast were enveloped in dense fog, which caused our approach to the land, difficult and dangerous. We however, suceeded in discovering the east end of Long Island, and in two days groped our way through the fog into the South Channel when we ran in by soundings until we heard the sea break on the beach. This was at four o'clock in the afternoon. The sun was plainly to be seen, but the fog was very thick near the water. On going aloft I could plainly see a man driving a team on Swett's Point in the town of York. The next afternoon I anchored at Wells' Cove, the wind was now blowing fresh from the southward with a rough sea, and thick rainy weather. In the early part of the night the rain fell in violent showers with strong gusts of wind, and the night very dark, but by the help afforded by the burning of a tar-barrel on the wharf, by the people on shore, I slipped my cable and run in.

This was the eighteenth day from the accident by the shark, and the wounded man was so far recovered as to be nearly able to bear his weight on his lame side. The vessel in which I had performed this voyage having changed owners, I was, after going

to Boston in her with a part of the cargo, out of employment, but as I had wherewith to employ my time and attention I did not regret it ; especially as I had a strong desire to retire from a sea-faring life. But I was soon after called upon to continue this perilous employment. The gentleman for whom I had performed my last voyage had a vessel on the stocks which he requested me to take charge of, which I consented to do, but a sudden change taking place in his mercantile business, the vessel passed out of his possession. As I had never been very successful as a mariner, this did not much effect me. I now had a family, and had arrived to a period of life which seemed to call upon me to retire from the hardships of the ocean. I did not fully determine to remain at home, but when I reflected on the hair breadth escapes which I had encountered, and the many scenes of danger which I had passed through, it operated on my mind as a monitor, warning me to seek some other employment.

CHAPTER XXIV.

I remained at home during the following winter, and in the Spring commenced building a house. I had several offers to engage in sea-faring business, which I declined for reason already given, and also because my health was already impaired by the hardships of marine life, and my frequent intercourse with unhealthy climate. About this time 1826, the temperance reformation began to be agitated in some localities, but was unfavorably received by a majority of the people. I had from my boyhood, been accustomed to the use of strong drink, for this practice at that time was nearly universal ; but as I have already observed, I had many misgivings in reference to its use. In those days we had an abundance of testimony of its brutalizing effects on those who drank freely, and I was compelled to yield to the conclusion that they more than balanced the good derived from it. The public sentiment, too, was strongly in favor of its use, all who dissented from it, and took the risk of abstaining from it, and denouncing the sale and drinking, were freely dealt with, by cen-

sure and ridicule; and although my convictions were strongly in favor of abstaining from it, altogether, I was unable to convince myself that the prudent use of liquor was unneedy or injurious.

There was a dilemma before me, and I would not decide which horn to seize. A gentleman who was one of my townsman, and a physician of large experience, and who had as a result of his experience for a long time entirely refrained from it as a beverage, had been traveling in the States of Massachusetts and Connecticut, where the temperance reformation had to some extent been awakened, and had had the opportunity of witnessing the results of the efforts made in that direction, and was highly pleased with the success of the friends of temperance in those States. This gentleman with whom I had an interview, clearly set forth the character and effects of ardent spirits on the human system, in all their various complications, and corrected the false supposition by which I had so long been deluded, that its prudent use was neither necessary nor safe. He further informed me that he had determined to attempt a similar reformation in this own vicinity, and, said he, "I want you to take hold with me." I did not fully commit myself to his proposition at that time, but it furnished me with a fresh supply of reflections in

regard to the propriety of fully abandoning the use of ardent spirits which finally culminated in a firm resolution to do so.

This position was taken in the summer of 1827. More than forty years have since passed away and there are but few acts of my life which afford such pleasing reflections and gratifying results through this lengthy period as this has done. The apparent inconsistency of an old sailor, and a notorious and practical rum drinker embracing the unpopular, and, as supposed by many, the impractical theory of total abstinence from all kinds of intoxicating drink, had the effect to stretch me up before the public mind in all the deformity of an unscrupulous fanatic, who was attempting a reform where no reform was needed or called for. But all this did not intimidate me, nor cause me to falter in the enterprise in which I had embarked. I thought I knew the landfall for which I had shaped my course, and was determined to steer for it.

A temperance society was soon gathered and pledges prepared repudiating the using of alcoholic liquors of every kind, excepting when prescribed for a medicine, which a small number consented to sign, and it is proper to add that we had the hearty concurrence of two of the pastors of our churches; and

in reviewing these occurrences I am brought to the conclusion that there had never been a time previous when the same effort would have had the same effect on my mind and actions, and hence I accept it as a moral conversion.

The following year, 1828, and the two succeeding years, I served as one of the Selectmen of the town, which gave me a much more extensive acquaintance with the manners and customs and peculiar views of the inhabitants than I ever enjoyed before, and gave me an additional opportunity of consulting many in relation to my favorite enterprise. But I found it a task beyond my power to accomplish, to convince many apparently honest and clear-minded persons that intoxicating liquors as a common drink was injurious to health and dangerous as a habit, and notwithstanding the large amount of practical experience which has accumulated throughout the whole country, a class of people entertaining similar views are still to be found, though very much reduced in number.

During the summer and autumn seasons of 1828 my only daughter was severely afflicted with sickness. Her complaints were of a consumptive kind, but by the timely aid of a faithful physician, her health was partially restored. My time was now employed in

making improvements on my farm, surveying land and doing business about town. My health, which was somewhat impaired when I left the sea, was now fully recovered, and I found my situation on the land much more congenial to feelings and happiness, as it afforded me a wider space for social intercourse and the enjoyment of family, religious and moral privileges not to be found on the ocean.

Up to this time I had bestowed very little attention to politics though in those affairs I entertained views of my own and did not hesitate to put them in practice, without stopping to inquire who coincided with me or who did not. I never could patiently endure the strife and turmoil and hypocritical management of political pettifoggers, and the experience of a life time has produced no change in my mind in reference to these characters. In early life I had acted with both political parties at different times, taking my conscience for a guide. About the year 1840 I embraced the doctrine of abolitionism, and since that time no change has taken place in my political creed. I was drawn to some extent to this position by the severe punishment which I had often seen inflicted, and also by their defenceless and degraded condition, and the cruel privation to which the blacks were subjected, and further by the convic-

tion that no man had moral right to hold property in human beings.

During my marine life I had many opportunities of observing the operations of this system of debauchery and cruelty, and the more I saw of it the more I detested it, and it was my firm conviction that the wrath of heaven would sooner or later burst upon our guilty country. I was impressed with the belief that in some way our nation would be relieved from this unnatural and prolific source of vice and immorality that I felt to be prepared to persevere in every lawful way for its final overthrow, and which in some degree accounted for my rebellious opposition to slavery, and which among other causes induced me to embark in a crusade against it. And by way of apology I will relate an example of which I was an eye witness.

While I was a sailor this heart-rending scene was enacted in the presence of a large number of spectators, at the island of Tobago. A mulatto slave, a shoe maker, had been accused of purloining some leather. He constantly but ineffectively protested his innocence of the theft, and from his former good character for honesty was generally believed to be so. But not so with his owner, who was governed by no law nor principle but retaliation and revenge. This

man, his owner, for whom this slave had been toiling for many years without any reward, caused him to be brought upon the beach for punishment. He was laid face down upon the sand, entirely striped of clothing. Four stakes were driven into the sand, his hands and feet were secured to these stakes by small ropes, his arms stretched at right angles, with his body and his legs spread to their utmost extremity.

The castigator, who was a colored man, stood about twelve feet from his victim. The staff of the whip was not more than four feet long; the lash, which was of raw hide was about three-fourths of an inch thick at the largest part, and some twelve feet long. Thus equipped he commenced operations. Thirty-seven lashes were given, each time burying the lash in the flesh of the sufferer while he lay writhing and twisting, and sending forth the most piteous cries and groans, and steadily protesting his innocence and begging for mercy. This was not an extreme example of negro punishment. I have seen many that excelled it. My sympathies have frequently been excited when I have witnessed the auction sales of slaves where one member of a family would be struck off to one bidder, to be taken to one plantation, and another to some other locality, where they

had no reason to expect to meet again in this world. No wonder that separations like these should cause loud and bitter lamentations from parents and children and friends, who in addition to their separation were doomed to a life of hard service and cruel bondage for which they had no remedy.

It is a source of satisfaction to every friend of human rights that their redemption from this state of bondage has been accomplished so far as our country is concerned, and that those who held them in this state of cruel servitude have been compelled, though somewhat indirectly, to work out the problem of emancipation by their own figures.

CHAPTER XXV.

About the year 1827, Sabbath Schools began to be introduced in various localities in the State. These schools presented to my mind a new and wide field open for cultivation, and from which it rightly attended to an extensive harvest of moral and religious fruit might ultimately be gathered. I made haste to express my views in reference to this enterprise to the Baptist church and society in my native town, of which I was a member, presenting before them and endeavoring to enforce the advantages which we might reasonably expect might be derived from such an undertaking. I had strong faith in their utility and often reflected and tried to advise some measure by which the Sabbath intermission might be more usefully employed.

Although these propositions received a cheerful response and ready co-operation from a large portion of the society, there were some of the elderly members who seemed to regard them with some degree of distrust and suspicion, and appeared to be under honest conviction that it was an inovation and sub-

version of the duties of the Lord's day, and an infraction upon the devotions of the Sabbath; but all objections were either removed or set aside, and a Sabbath School gathered and put in motion, in which I became a humble laborer, and with some small exceptions remained so until advanced age took me out of the service, and have ever exerted my feeble influence for their promotion, and have ever lamented my inability to do more for their prosperity.

And here let me add that although Sunday schools have become prevalent and popular in nearly all of our religious societies, they have not attained to the pre-eminance to which they are justly entitled, and their practical utility is but partially demonstrated. And I think I speak from experience that where Sunday schools are conducted in houses of worship, during the recess of worship that they are not likely to be successful in the absence of parents and the worshipping assembly, and if parents would have their children improve these privileges instead of retiring from the house they should remain and give encouragement by their presence and co-operation.

The year 1831 was distinguished for the numerous and extensive religious revivals which occurred in various sections of the New England States. Of this remarkable dispensation of divine favor, the town

of Wells was favored with a copious share, previous to this awakening, the state of religion throughout the town being languid and unprosperous. In some parts Christian union had been prostrated by discord, some of the houses of worship had been nearly deserted, and darkness covered the land and gross darkness the people. In the midst of this state of alienation and apostasy sprung forth this unlooked for and remarkable religious revival. In the month of April of that year, the Rev. Isaac Meriam had commenced his labors with the First Baptist church in Wells. The church at that time consisted of twenty-six members, twenty-two females and four males. A protracted meeting had been appointed to take place the following June, and this seems to have been the hammer which broke in pieces the hard rebellious spirit which had previously prevailed, and of awakening many to seek repentance and salvation. The meeting before spoken of commenced the twenty-first day of June, and this was the first appearance of any religious excitement, which however, was plainly manifest on the first day of the meeting. Many were gathered together and a deep solemnity pervaded through the assembly, and this was the more remarkable as it was a time of religious declension throughout the town.

The meeting proceeded with increased members in attendance from day to day for three days, and at the close of the third day the house was full, and the people seemed unwilling to leave. At the close of this meeting four persons were baptised, and received into the church. The revival which commenced at this time continued with increasing interest for several months, and did not subside till the following December, during which time one hundred and thirteen members were added to the First Baptist church, and nearly as many to the First Congregational church in the southerly part of the town.

CHAPTER XXVI.

The mill which I had built several years previous, had not been successful, and in the year 1833 I altered it into one for sawing shingles and clapboards, which proved much more profitable, and procuring timber and attending to this mill and its business, has occupied a large portion of my time and attention for about thirty years. In the summer of 1834 my family was visited with severe sickness, my only daughter who was engaged in school-teaching, was taken sick away from home, and was confined several months with very dangerous symptoms, but on the return of cold weather partially recovered her health.

In the summer of 1836 I made a trip to New York by water, to dispose of a freight of timber which we had taken from a lot of land the previous winter. The following winter I was sent to the State Legislature, and here I became acquainted with some of the engineers who run the machinery of the State, and who are careful to improve this opportunity in moulding and shaping its political literature. I learned

many lessons which since have been profitable for my instruction.

In 1841 my daughter was again attacked with her former complaint, which ultimately proved fatal. She was as before engaged in school-teaching, and came home sick and continued to decline until the following December, when she passed to the spiritual world in a strong assurance of a happy change, at the age of twenty-eight. She appears to have been fully convinced that this was her last sickness. On looking over her diary the following lines were found dated soon after her return home.

'Tis the last blooming summer these eyes will behold,
Long, long ere another, this frame will be cold,
The rose will bloom sweetly above the lone spot,
Where this pain stricken bosom lies low and forgot.

As a specimen of the state of her mind in her last sickness, I select the following letter addressed to an intimate friend and former schoolmate, dated August 6, 1841.

My Dear M. H. W.:—I will, feeble as I am, spend a few moments in writing to one who has ever manifested a deep solicitude in my welfare. I cannot nor do I wish to suppress the belief that the time draws near, when, unless the Almighty arm should almost miraculously interpose for my recovery, my seasons of earthly enjoyment will be forever gone. I am much lower this week than I have been

before, my cough is fast wearing me out. My kind-hearted physicians has called to see me this morning, and as he sat and held my cold hand, and felt my quick and feverish pulse, his noble brow was shaded with melancholy and I could easily detect the conviction that mine was an almost hopeless case ; we can but try, was all the encouragement he could give. But dear H., I ought to be reconciled if distressing days and wearisome nights are appointed unto me, and I trust that I shall not be left to murmur at my lot. But my friend, I scarcely need tell you that there are ties and kindred associations which bind me to this fleeting world, and cause tears to start unbidden from my eyes when I see some who are as dear to me as my own soul, as they sit and look upon my immaciate form, heave the bitter sigh, and think of others with whom I have spent so many happy hours. But this is not all, if I could read my title clear to mansions in the skies, I think that this world would loose its last hold on my affections. I can write no more, so adieu my dear friend. I remain, while life lasts,

Your ever affectionate friend, NANCY.

About two weeks before her death, on a pleasant Sabbath morning, she requested to have her writing materials brought to her bedside, when after being raised up she wrote the following lines :

The Sabbath 's come, sweet day of rest,
The day I long have loved the best—
When to God's house His friends repair,
To worship Him with praise and prayer.

But now alas! I cannot go,
To meet Him in His court below,
But soon I hope and trust that I,
Shall worship Him above the sky.

Farewell, farewell, my Christian friends
I go where Sabbath never ends,
Where I shall meet those friends so dear,
With whom I took sweet counsel here.

With whom I've met to praise and pray,
And spend God's Holy Sabbath day,
But now no more in world below
Shall I to God's blest temple go.

My second son, who had commenced a seafaring life in the autumn of 1841, returned home with his health seriously impaired; but after remaining at home the following winter his health appeared to be nearly restored, when he undertook another voyage, and after having been absent about six months, returned in a low, critical state of health. Several physicians were applied to who considered the case as one of difficulty and danger, but not hopeless.

After remaining at home several months under medical treatment, we were advised to remove him from the sea coast to some mountainous section, which we did, and took him to Sandwich, N. H., where he remained some eight months and then returned home with his health considerably improved, which remained so through the following winter. In the spring he began to decline, and continued to do

so very gradually to the end of his life, which took place the eighth day of June, 1844.

I had previously settled my property, and my eldest son, who was married and had a family, was living on the premises with me. In the fall of 18— our family was again visited with sickness and death. My second grandson, a very promising lad, was taken sick in the month of October, and in defiance of the best medical assistance which could be obtained, continued to languish under the most intense suffering, which was greatly aggravated by a tumor on his leg, which after being opened discharged freely, but afforded no relief, and after a most distressing confinement of eight weeks, he died willingly, November twenty-second, at the age of ten years, leaving a satisfactory evidence of a happy change, on which occasion the following was written:

"Died in Wells, November 22, 185–, Theodore Wells, third son of Theodore Wells, jr. and Mary Wells, aged ten years. His last hours were of thrilling interest to the family and the friends who visited him. His little soul was filled with love to God. Though he said he had a loving father and mother, and good brothers and sisters, and he loved them more than ever before, yet he longed to be away with his Saviour, and prayed 'Lord, take me to Heaven,' in a manner quite uncommon for one so young. He

called them all to his bedside and put his arms about their necks, kissed them, and told them it was his last kiss and begged them to meet him in Heaven. He was a member of the Sabbath school and a good boy."

W. P. M.

Hark! hear the solemn sound of Death
Ring out its mournful peal,
And parents, friends, and kindred dear,
Its painful cadence feel.

Disease, Death's agent, stalks abroad
With unrelenting tread,
And old and young are prostrate laid,
Among the silent dead.

While marching through our youthful train
His victims to inspect,
He from our rising circle did
Theodore Wells select.

O Death, why draw thy fatal bow
To quench this glowing spark,
Why aim thy flying arrow's point,
To hit this shining mark.

But hush my muse, be still and view
An over-ruling hand,
Who bids diseases, life and death
Obey His high command.

His spirit comes with cheering power
To soothe thy dying bed,
And falls with gentle showers of love
Like heavenly manna shed.

When grace descends with healing balm,
From Christ the living spring,
The grave yields up her victory
And Death its piercing sting.

Hark! hear this fainting, dying child,
In feeble accents raise
His voice in tones of fervent prayer
For God's redeeming grace.

Though Death's cold hand my vitals press,
Short breaths my bosom swell
Fear not, my Jesus I have found,
And this makes all things well.

Then cease to mourn your darling boy,
Bid every tear be dry,
Rise and adore the love that brings
A heavenly Parent nigh.

From earth's low toys he's borne away
Its toils and pains and cares,
And gone to sing redeeming grace
And love through endless years. T. W.

The temperance reformation in which I had previously embarked, and which had made considerable progress in the vicinity of my residence, at this time, was held in check by the strong and persistant opposition brought to bear against it by the advocates of free liquor and frequent threats of retaliation.

The Baptist meeting house in Wells had been repaired and re-constructed about this time, and one of its porches disposed of and moved to another place and converted into a dram shop. Riding by this place in the dusk of the evening, I observed some persons standing near it uttering boisterous vulgar language which fully explained their condition. On returning home I sat down and wrote the following stanzas:

The sacred day ordained by God
His praises to declare,
Returns, and to his earthly court,
His worshipers repair.

Within these consecrated walls
The song of praise ascends,
And prayers in solemn tones arise
With Christian fervor blend.

Thence from these sacred desks decends
In accents strong and clear,
The solemn truths of Holy writ
The Christian's soul to cheer.

The house where faithful Gospel truth
Has long been heard and blest,
Stands firm on its primeval base
In modern beauty dressed.

But where has fled its portal gate
Where now may it be found?
O tell it not in mortal ear
Lest Gath should hear the sound.

Lest taunting infidels proclaim
Your worship insincere,
And shout aloud there is no God,
No heaven no hell to fear.

Vain, vain attempt to hide from sight,
Or painful truth conceal,
Since from this desecrated hall
The staggering drunkards reel.

Since from this once devoted house
Satanic orgies rise,
And human victims crushed beneath
This Moloch groan and die.

Since blinded mortals fast enclosed
In this delusive snare,
Like Sinbad fastened to his bird
Fly forth they know not where.

Where is that bold, effective zeal
The love of Christ constrains,
Where is our boasted love for souls,
And where's the law of Maine?

O, Christian hear the solemn voice
From inspiration sound.
Let not their blood be on your head
Nor in your skirts be found.

T. W.

In the year 1858 I have to record a distressing bereavement which befell our family. My oldest grandson, who was a student in the Maine State Seminary at Lewiston, lost his life under peculiar circumstances and by a distressing accident. A swing had been erected for the recreation of the students, and while engaged in this amusement he was swung with such violence as to raise him horizontally with the beam from which the swing was suspended, which caused a sudden revulsion of the rope of which it was composed, breaking his hold and causing him to fall to the ground, a distance of twenty-five feet. He appeared to have fallen on the right shoulder and right side of the head. He was taken up lifeless, and did not breathe until brought into the Seminary building, and carried up two flights of stairs. Three physicians were immediately in attendance, who were unanimous in their conclusion that concussion of the brain had taken place, and that it was nearly a hopeless case. The accident took place at five o'clock in the afternoon, of the twenty-eighth of September, 1858. At eleven o'clock the same night the telegram brought the alarming intelligence to our family, and on the following afternoon his father and oldest sister arrived at Lewiston. He continued speechless and

unconscious, but hope of recovery was not entirely extinguished till the following Friday afternoon, when congestion of the lungs began to appear, which dissipated all hope, and on the following Sabbath morning he died, aged fifteen years and five months, and on the following Monday was brought home attended by his father and sister, the principal of the seminary, and ten of the students, and subsequently the following lines were written by a friend of the family.

Reminiscences of the Maine State Seminary in connection with the mournful event of September 28, 1858, subsequently resulting in the death of student Charles Wells, of Wells.

Mark where the towering structure stands,
Behold its massive walls,
Survey its courts, its spacious rooms
Its consecrated halls.

Here blooming youth and manhood move
Here modest beauties train,
Here virtue's meed and learning's gems
Their soaring conquests gain.

Here science lights her lurid lamp
Spreads forth her radiant wing,
Religion gentle, pure and kind,
Her hallowed incense bring.

Like loving sisters hand in hand
Pursue their social race,
Above, below, in hall and room,
They mutually embrace.

Can aught but happiness be found,
Are dangers lurking here?

Appalling thought, hark! wait, enquire,
Death's messenger is near.

The sun descends the western plain,
The lowering clouds are gone,
The restive students fold their books
And seek the grassy lawn.

With sportive glee the pendant swing,
With cheerful song they ride,
Nor deem that Death's uplifted arm
Stands waiting by her side.

One of their peers, a lovely youth,
Mounts on this floating cord,
O God, my trembling fingers guide,
While I this scene record.

For soon alas! their gladsome mirth
Is changed to sad surprise,
His guardian Angel steps aside
He falls no more to rise.

In vain to paint this mournful scene
My feeble powers may try,
The flowing tears and pallid cheeks,
Description's power defy.

With weeping eyes and plaintive sighs,
Down to the earth they bend,
With heart and voice to God they cry
O spare our stricken friend.

This painful news his distant friends,
Must learn with sad surprise,
And forth on swift electric wing,
The startling message flies.

Alas! Physicians skill must yield,
In blooming youth's bright morn,
Midst prayers and tears and mourning friends,
His last faint breath is drawn,

Low whispering sounds, deep wailing moans,
Are heard from room to room,
All else is clothed in robes of grief
Enwrapt in silent gloom.

Five days his fellow students watch,
From night till rising morn,
With measured step and bated breath
They guard his wasting form.

Nor do their kind devotion cease,
With life last ebbing wave,
They attend him to his father's home,
They bare him to his grave.

God rules in justice, truth and love,
When most he seems to frown,
And through afflictions bitter cup,
Pours his rich blessings down.

All beings round the spacious earth,
His kind protection share,
He hears the feeblest notes of praise
The wailing mourners prayer.

O where is God, where is He not,
All space His presence fills,
The comets flight, the rolling orb,
Obey His sovereign will.

When Moses smote the flinty rock,
The tribes their thirst allayed,
Phillippi prisoners' bands were loosed
When Paul and Silas prayed.

Then mourning friends dry up your tears,
And trust a pardoning God,
Though dark may seem His Providence
And keen His chastening rod.

Submissive bow before His throne,
Nor doubt His power to save,
Commit your treasure to His care,
He takes but what He gave.

In the month of October, 1862, our family was visited by a distressing and fatal sickness. Two of my grandchildren were severely attacked with

typhoid fever, and while lying in this condition my wife was taken with the same complaint, and soon became very low and exhausted. The physician who attended the family, employed every effort to assuage the malady, with very little success, the fever defying all resistance, continued to increase, and after twelve days of distressing sickness, she died on the seventeeth day of October, 1862, aged seventy-seven, and in the fifty-third year of her married life. Thus was I called to part with a faithful companion with whom I had lived in a state of connubial felicity for more than half a century. My oldest granddaughter who was married and was living near her parents, and had been with the family during the sickness of her brother and sister, returned to her home, and was soon after attacked with the fever. After severe suffering for three weeks, she fell a victim to this raging disease, leaving an infant about five mcnths old. My other two grandchildren, after a protracted confinement recovered.

I had during my somewhat eventful life, been called to encounter many adverse circumstances, and discouraging disappointments, but in the loss of my wife I met one which differed from all others in

its effect on my mind and circumstances, and produced a feeling of depression and despondency which I had never before experienced. To relieve myself from this unhappy condition, after much reflection I came to the conclusion that my future happiness and that of my family, required me to seek another companion, and again entered the matrimonial circle. In this undertaking as in the former I have been signally successful. I was married the second time to Mrs. Abby Littlefield on the twenty-seventh day of June, 1863. In this new relation which has now existed more than six years, I have found a kind and faithful friend, a skillful and efficient helpmate, both as regards the things of this world and the eternal state to which all are approaching.

When I take a retrospective glance at my by-gone life, and review the numerous scenes of danger and suffering, of adversity and prosperity which have been strewn in my path, and which as they were passing considered as the result of uncontrolable and accidental events, but at this time viewed from an unseen and providential standpoint, lead me to the conclusion that a divine hand has guided me through all these scenes of trial and perplexity, hav-

ing in view my own best interest in this world and the world to come.

Why was I made to hear thy voice,
And enter while there's room,
When thousands make a wretched choice
And rather starve than come.

WHAT LIQUOR DOES.

Could I recount the numerous woes
Which from the use of liquor flows,
Count all the sighs and tears and groans,
The orphans cries, the widows moans.
Trace all its treacherous, devious ways,
Then might I claim an angels praise.
Some say it makes of man a beast,
But this is all an idle jest.
No beast of field of stall or sty
Will taste the dregs that tipplers buy,
They'd snort and roar and kick and squeal
Should they the drunkard's misery feel.
Some taste of wine, O treacherous cup!
Or gin, to rouse their spirits up,
Or scald their brains with rum and beer
Or brandy shrub, or French tafia.
But though it sparkle in their sight,
T'will like a poison serpent bite,
Rum, frightful monster clothed with power
To check our hopes our peace devour.
Swift down to death its victim drags,
And clothes his orphan child in rags,
Flings wealth and honor to the wind
And leaves no lingering hope behind.
It lulls to sleep, dispels all fears,
Then softly with Delilah shears,
Clips strength and reason, sense and care
Nor Samson's crown was half so bare.
Then roused he seeks his wine again
To soothe and quench his frantic brain,
What else beside does liquor? well,
I've scarcely yet begun to tell."

It sours the temper, blears the sight
Bids health and comfort take their flight.
Gives tottering gait and scarlet nose,
And steels the heart to human woes.
But O, one awful thought occurs,
One dread proclaim compassion stirs.
One fearful sentence stands revealed,
One voice from which there's no appeal.
God's Holy word does thus decide,
No drunkard shall with Me abide. T. W.

THOUGHTS ON SABBATH SCHOOLS.

There is perhaps no method suggested by divine inspiration as devised by human ingenuity, by which the youthful mind can be so easily reached and so successfully cultivated and instructed in the knowledge of God's word and the elements of practical christianity as that of Sabbath schools. This institution, though having been in existence in our country for nearly sixty years, and a longer time in some parts of Europe, has not received the attention from the Christian church and community which its importance demands; it is still an experiment open to investigation and susceptible of improvement. We are careful and liberal to provide means for the literary instruction of the rising generation by raising and appropriating money for that purpose. This is right. It is indispensable to the moral prosperity

and respectability and usefulness of our children when they arrive at maturity; but when we look upon the youthful mind as we do upon a piece of land prepared for cultivation, the question is forcibly suggested to our minds, "What seed should be sown there in order to produce the richest harvest, and how shall we prevent noxious weeds from taking root there?"

Place as high an estimate as you please on literary endowment, there is, nevertheless, attainments to be derived from a well conducted Sunday school, which rise far above them, and they are so plain and obvious that we pass them without further notice. Let us now enquire if there is room for improvement in our Sunday School economy, by which their utility may be enlarged. We believe there is, and we submit that it requires and should receive the presence and attention and co-operation of a whole worshiping assembly, and even their presence alone will have the effect to encourage and stimulate the school. When children know that their parents are out of the house during the school, discussing remote subjects and apparently regardless of what is going on within, they leap to the conclusion that their parents do not consider the Sabbath School worthy of their attention, and if they do not, why should we?

Another reason why the whole society should attend the school is, that instruction of the highest importance is to be obtained there, which all stand in need of. Our Saviour, in his valedictory, thus prays for his disciples: "Sanctify them through thy truth: thy word is truth." John 17: 17. In order that we may be sanctified by the truth of God's word there must be a knowledge of it, a belief of it, a love of it, a practice of and an application of it, and where is to be found a more suitable place to obtain this element of christian character than the Sabbath School? Another reason why we urge the attention of the whole society is, it affords encouragement to the superintendent, and teachers and adds a charm to the whole proceeding.

It may not be improper to propose a change in the method of giving lessons. It is plain that they should be so given as to afford the largest amount of instruction to all in attendance, and we would recommend that the same lesson be given to the whole school and be given one week in advance, and that it be read at the opening of the school, accompanied by such remarks as the superintendent may think proper to make. By this method the attention of the whole school is drawn to a single point, the same as it is, or should be, by text announced by the

preacher, and any questions contained in it not comprehended by the teachers, should be submitted to the superintendent and school, and be expounded.

We think there is something to be gained by giving out questions to the classes to be answered the next Sabbath. For example: What King committed suicide? What Queen was thrown from her palace window and eaten by dogs? Such questions would produce a searching of the Bible, excite emulation among the scholars, and might ultimately prove like casting bread upon the waters.

We now come to consider the duties and responsibilities of Sabbath School teachers, and here we have to encounter some obstructions not easily overcome. We are aware that a large portion of our teachers belong to the laboring class and have but little time to spare for study, but we may safely enquire of these: "Is not a remedy to be found for this inconvenience?" Sabbath morning and other leisure hours may be devoted to this purpose, and with the help of notes and comments on the Bible, which are easily to be obtained, a preparation may be obtained which would very much increase their usefulness in the school, and we would here remark that we do not urge this preparation for the benefit of the school exclusively.

When the teacher has thus replenished his own

mind with a knowledge of God's word, and imparted it to his class, he still retains it as an invested stock, from which to draw edification and future improvement. Does any one who, after admitting the force of this argument, attempt a defence by saying that his business so engrosses his attention that he has no time to spare for the study of the Bible? With quite as good reason may he plead that he has not time to take his food by day and his rest by night, for the mind needs nutriment as well as the body.

We take it for granted that all who undertake the duties of Sabbath school teaching are the professed followers of Christ, for this we consider the primary qualification, the one thing most needful to the success and prosperity of their labors, and it is not enough that they are such, it is not sufficient even that their minds are well replenished with biblical knowledge, but their prayers should be ascending from the closet, the family altar and from the weekly prayer meetings, that God's blessing may crown their efforts. Tongue nor pen can but feebly describe the joy and satisfaction which will be experienced by the faithful Sabbath school teacher, when it is proclaimed from the eternal record in connection with his labors here below, "Lord thy pound hath gained ten pounds," Luke 19: 16; and on the

other hand while we are laboring for the enjoyment of this world and its vanities, and hazarding our eternal interest in the pursuit of worldly prosperity, how dreadfully appalling would be the summons "Thou fool this night thy soul shall be required of thee," Luke 12 : 20.

There is another consideration which should impel to increased activity and perseverance the teachers of Sabbath schools. The time is approaching when they in various ways, will be called away from this field of labor, and those who are now receiving the rudiments of religious character from their instruction will be called to fill their places, and how hopeful and satisfactory is the reflection that as time passes onward, our Sabbath school department may be supplied by those whose superior advantages may enable them to conduct it with increased prosperity and additional improvement, and our young Elishas stand before the Churches clothed with the mantle of their departed Elijah's. We consider it advisable to have teachers' meetings frequently presided over by the superintendent, who may submit such inquiries as will most conduce to the encouragement of the teachers, and the improvement of the schools.

Sabbath school concerts are desirable in as much

as they give the pupils an opportunity to exhibit their improvements and gain the merited applause of their teachers, and all others, and to excite a general emulation throughout the school. We do not undertake to say that there are no circumstances under which it is justifiable to suspend the Sunday school through the winter, but we think there is no condition in which it might not, and should, be continued in the form of a Bible class, and where there is seeming apology for its suspension through the cold season it should be recommenced as early as April, and continued till November. The library should be judiciously selected, carefully preserved, and frequently replenished. It will be observed that the foregoing suggestions refer to human instrumentalities, to duties which belong to us, but it should be constantly borne in mind that all such effort made in human strength will, in the absence of God's blessing, be as water spilt on the ground. Hence the necessity of constant fervent prayer to God, and an unconditional reliance on His promises to give vitality and success to every enterprise we undertake in His service, and how consoling is the reflection that we have a covenant keeping God to apply to and commune with, whose ear is ever ready to listen to the prayers

of His faithful followers, and to grant His blessing on their efforts to serve Him, and do His will, and who has declared, Lo, I am always with you.

Let us bear in mind that prayer to God is the great underlying source of all our solid happiness in this world, and the foundation stone on which rests our hope of a blessed immortality; with this anchor cast on the holding ground of God's word, we shall safely ride out all the storms of mortality, and die in peace and dwell forever in His presence.

Then Heaven itself shall be,
Our Sabbath school above,
And undisturbed eternity
Our Sabbath school of love.

THE CHRISTMAS TREE.

While hanging on these verdant boughs,
These Christmas toys you see,
Remember Him who bore our guilt,
The atoning Christmas tree.

Descending from His Father's throne
Our sacrifice to be,
In Bethlehem's manger sprang to light
This Heaven-born Christmas tree.

That star with Heaven's own lustre shone,
Which Eastern sages see,
To point the way and mark the place
Where grew this Christmas tree.

While shepherds on the star-lit plain
Their bleating herds o'er see,
Bright seraphs wing their way to earth,
To proclaim this Christmas tree.

When merged in Jordan's flowing stream,
His bright example see,
God's spirit like a dove descends
To crown this Christmas tree.

When storm with furious wind enrage
The Galilean Sea,
Firm on its rocking waves, there trod
This wondrous Christmas tree.

At His behest the dead arise,
The blind are made to see,
Rebuked, foul spirits flee before
This powerful Christmas tree.

The quaking earth, the rended rocks,
Attest His Deity,
When Roman soldiers scourged and mocked,
This glorious Christmas tree.

Its healing balm, its rich perfume
To all are offered free,
Come feed upon the Heavenly fruit,
Grown on this Christmas tree.

'Tis not confined to clime or space,
It grows on land and sea,'[a]
On mountain's brow and ocean's wave,
Blooms this sweet Christmas tree.

All souls beneath its shadow dwell,
Its wealth to all is free,
We need but lift our eyes and look
Upon this Chrismas tree.

O spotless Lamb! in Thy rich grace
May we a sharer be,
And through Thine all-atoning blood,
Engrafted in this Tree.

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Please return promptly.